SEP 19 '44 O

ATLANTIC FISHERMAN

SEPTEMBER, 1944

THE OIL MUST GET THROUGH!

● We rarely think of the unglamorous oil tanker as a vessel likely to win fame and glory in war. Yet the Pan-Maryland, built by the Kearny Yard of the Federal Shipbuilding and Dry Dock Company, has won Navy and Maritime citations for rescuing 27 seamen from the Atlantic, and for her record in carrying oil to the United Kingdom. Her skipper was awarded the Merchant Marine Distinguished Service Medal.

Said Admiral Land to the Shipbuilders: "You have reason to be proud of these tributes to your handicraft." Said the shipbuilders to Columbian Rope: "Your Company was among those which contributed materially to the construction of the tanker Pan-Maryland. For that reason, it is the desire of U. S. Steel's Federal Shipyard to share with you the commendation received by the vessel and her builder."

That's the way to win wars: teamwork.

COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City," N. Y.

ARMY E NAVY

COLUMBIAN Rope

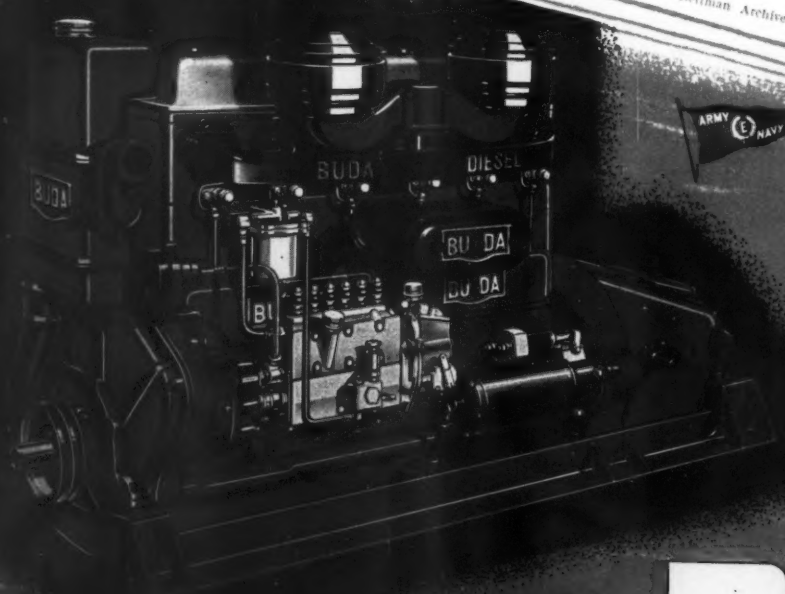
Boston Office and Warehouse 38 Commercial Wharf

Power...

precedes progres

The use of wind-power to propel vessels was the earliest form of non-animal power used by man for transportation.

Bettman Archive



ARMY (E) NAVY

Captains of vessels the 15th century h more than navigation contend with, their u liable power supply m voyages a hazardous v ture. Today Shipper fishboats — towboats workboats can equ their craft with the hi marine power ever d veloped by specifyi BUDA marine Diesels their boats.

BUDA

BUDA
Service is Nation-wide

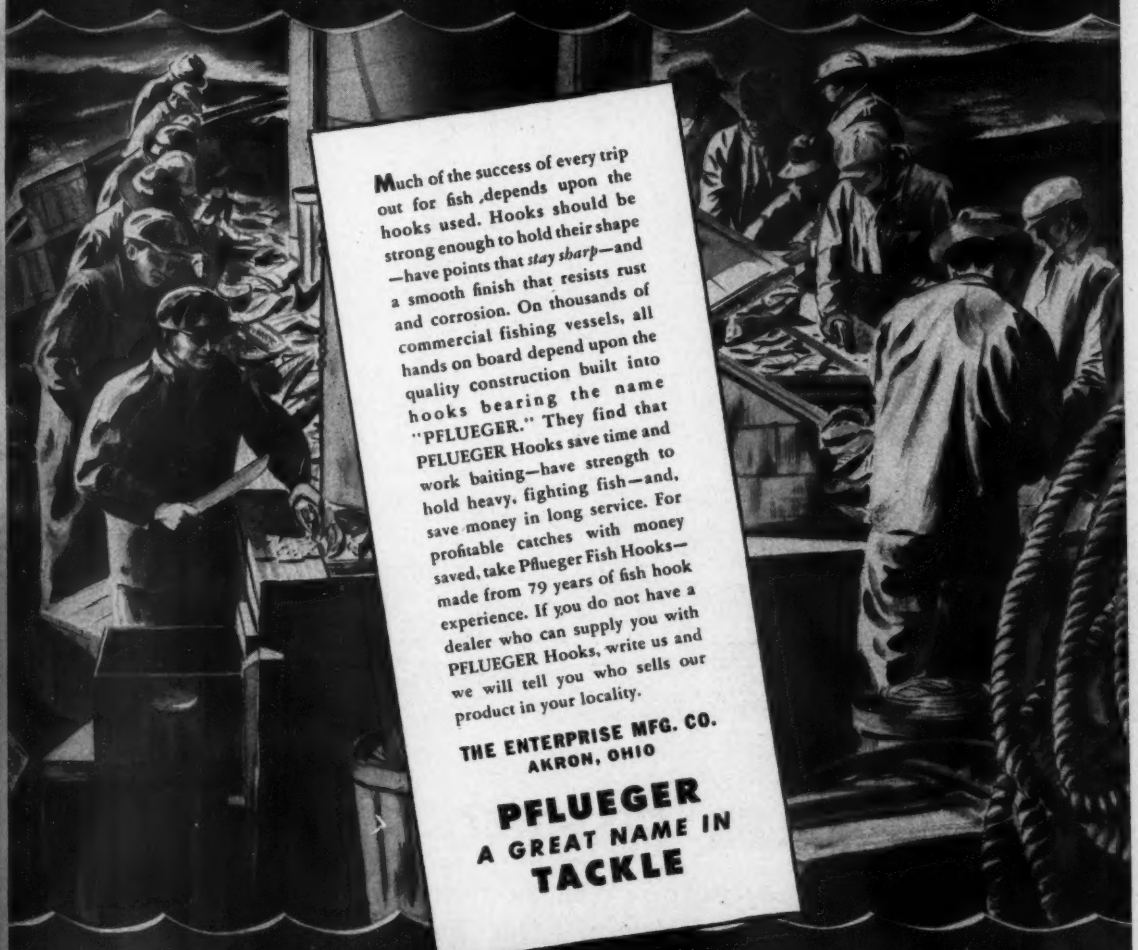
Write or wire for literature.

1344C Commercial Ave.
HARVEY (Chicago Suburb) ILLINOIS

All Hands Depend Upon

PFLUEGER FISH HOOKS

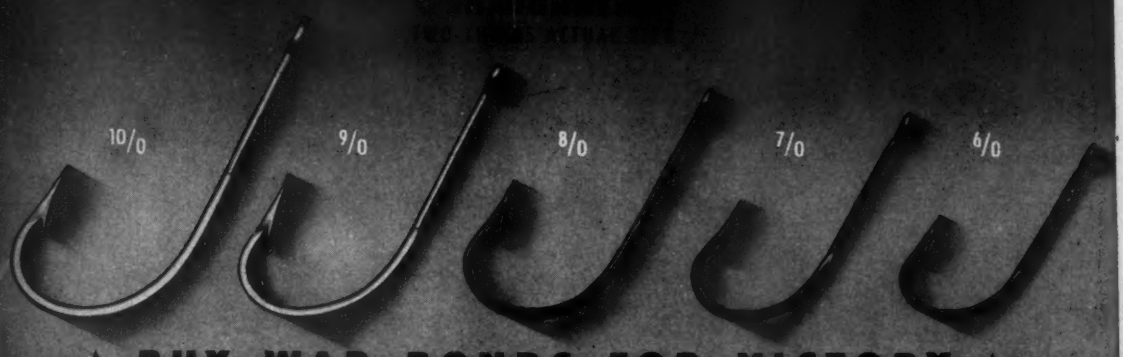
(PRONOUNCED "FLEW-GER")



Much of the success of every trip out for fish depends upon the hooks used. Hooks should be strong enough to hold their shape —have points that *stay sharp*—and a smooth finish that resists rust and corrosion. On thousands of commercial fishing vessels, all hands on board depend upon the quality construction built into hooks bearing the name "PFLUEGER." They find that PFLUEGER Hooks save time and work baiting—have strength to hold heavy, fighting fish—and, save money in long service. For profitable catches with money saved, take Pflueger Fish Hooks—made from 79 years of fish hook experience. If you do not have a dealer who can supply you with PFLUEGER Hooks, write us and we will tell you who sells our product in your locality.

THE ENTERPRISE MFG. CO.
AKRON, OHIO

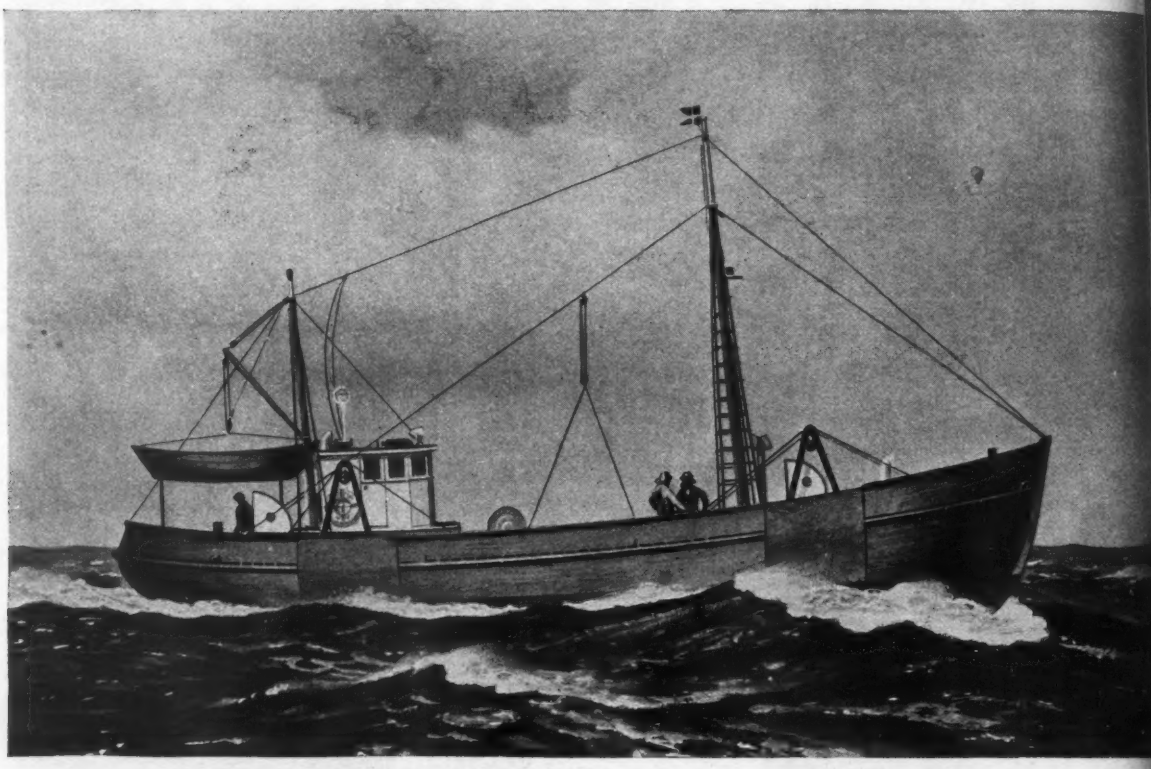
PFLUEGER
A GREAT NAME IN TACKLE



★ BUY WAR BONDS FOR VICTORY ★

WHEELER BOATS

Cruisers • Yachts • Fishing Vessels



75′ McInnis Designed Offshore Dragger Now Under Construction. Inspection Invited.

WHEELER FISHING VESSELS

You can make money with a Wheeler fishing vessel. Let us figure on your new boat requirements. Our line is complete, including wooden draggers 50′, 60′, 75′, 90′ and 100′ from McInnis designs—and steel trawlers from 100′ to 200′ in length from designs by other well-known trawler experts.

MR. YACHTSMAN,

You May Order Your New Wheeler Cruiser or Yacht Now.

Up until this moment we have been concentrating 100% on war vessels and, as yet, our new models are only in the very preliminary stage. However, the day, we hope is not in the too far distant future when our facilities will be available for peace time construction. We are now prepared to accept orders and discuss details and features with those yachtsmen who are ready to place their business, and peace time construction will be built on the basis of orders in rotation as received. The engineering details thereof can be started practically at once. Let us hear from you about your new boat NOW, and, in the meantime, we will send you the WHEELER INTERIM REPORT as soon as it is off the press.

DEALERS

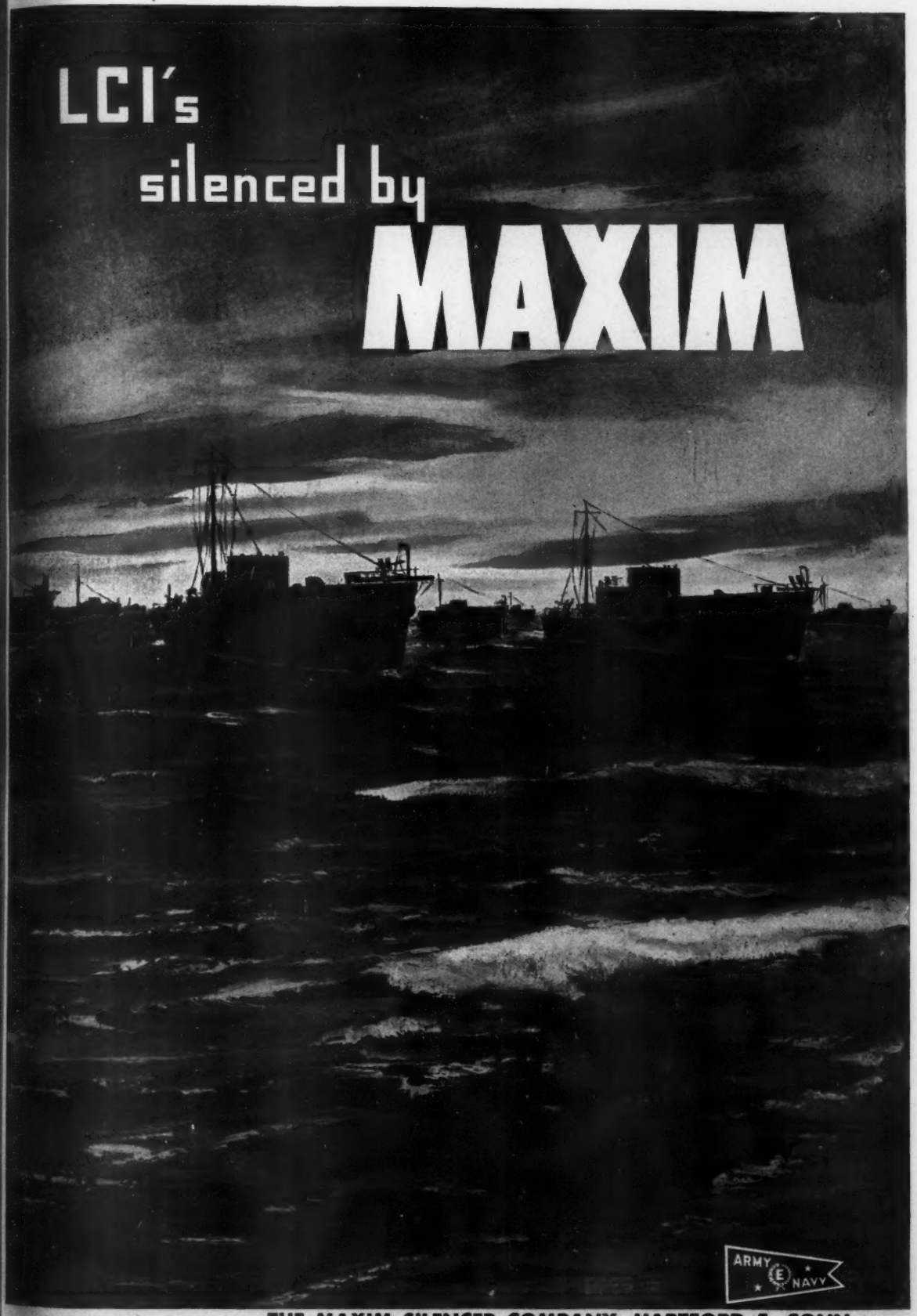
We are interested in hearing from those responsible dealers and distributors who are interested in becoming a part of the organization that will distribute the Wheeler Playmate cruisers and yachts of the future. We are ready to discuss preliminary plans at this time.

REPAIRS AND RECONVERSIONS

Our facilities are complete for handling all types of repair and reconversion on commercial vessels, trawlers, or yachts. Our engineering departments are ready to work out the details of these repairs and reconversions with you now. Let us hear from you if you are contemplating any of this type of work.

WHEELER SHIPYARD, Inc.

Foot of Cropsey Ave.
BROOKLYN, N.Y.
ESplanade 2-5900



THE MAXIM SILENCER COMPANY, HARTFORD 5, CONN.....

Officer's Stateroom, U. S. Navy Tug, built at Frank L. Sample, Jr., Inc.

Desk and dresser, Officer's Stateroom, port side.

Planning to re-condition your boat?

Let's get together and talk it over!

Albion Reed is typical of the men in our yard. He has been a master ships' carpenter for over thirty years. Shown above is a sample of his work.

WHETHER your boat has been in storage or in Government service for the last few years, it probably needs a thorough job of reconditioning. It will need the kind of job that only a thoroughly equipped yard can give it, under the supervision of men who are experts. We believe we've got that combination. Our facilities are modern and extensive. We are tooled up to handle wood and steel. Our key men range from master blacksmiths, ship fitters, machinists, carpenters to marine engineers — all trained and reared in the tradition of Maine workmanship. Let's get together — *now* — and talk it over.

Buy more War Bonds than you ever did before!

ARMY E NAVY

FRANK L. SAMPLE, JR., Inc.

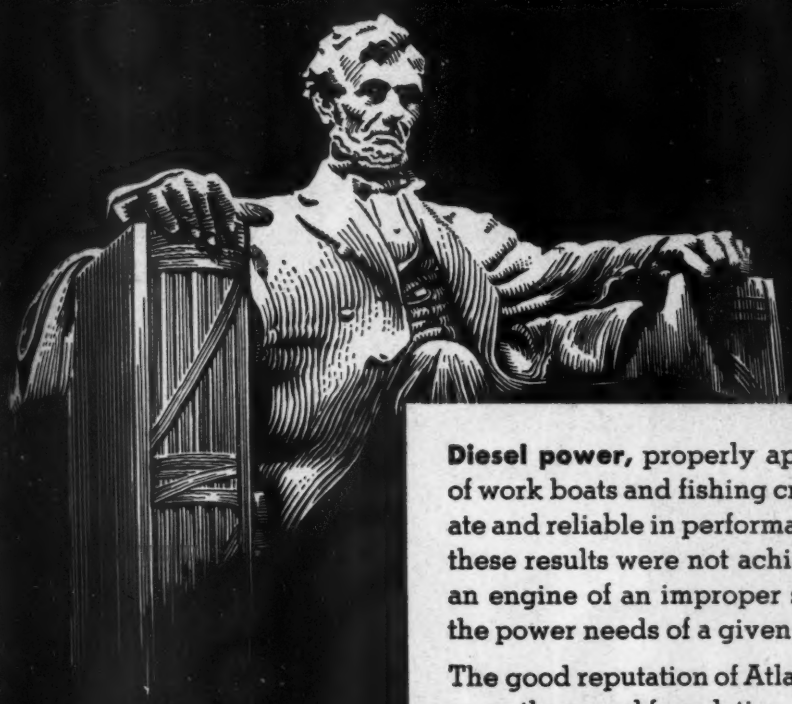
★ *Shipbuilders* ★

BOOTHBAY HARBOR, MAINE

Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet

Members of Maine Boatbuilders *and* Repairers Association, and Atlantic Coast Boat Builders and Repairers Assn., Inc.

AN HONEST RECOMMENDATION



Diesel power, properly applied, makes all types of work boats and fishing craft economical to operate and reliable in performance. In some instances, these results were not achieved, due to the use of an engine of an improper size and speed to meet the power needs of a given vessel.

The good reputation of Atlas Diesels has been built upon the sound foundation of honest recommendations to boat owners. We understand thoroughly the relationship between engine power and boat and propeller speeds. We know from many years experience just what to anticipate from any given combination.

We manufacture a large line of marine Diesels in a wide range of sizes and speeds. Within this range there is usually an engine which will produce the desired results in a given hull. You can depend upon Atlas for an honest recommendation.

ATLAS Imperial DIESEL ENGINES

ATLAS IMPERIAL DIESEL ENGINE CO.

SAN FRANCISCO · CHICAGO · NEW YORK · HOUSTON
SEATTLE · VANCOUVER · TERMINAL ISLAND · ASTORIA · KETCHIKAN
PHILADELPHIA · BALTIMORE · GLOUCESTER · NEW ORLEANS

STAY ON THE FISH WITH

FATHOMETER

It was not so long ago that the average fisherman lost out on many a h haul because he couldn't stay on the fish. To make the most money in th fishing business, trips must be speedy—must get results. The FATHO ETER, faithful and accurate, is both navigational and profitable-fishi insurance in one. The FATHOMETER gets you on the fish, keeps you o the fish, helps you fill the hold more quickly, and gets you back to po in jig time for the pay-off.

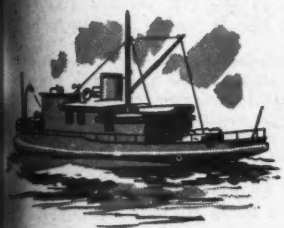
SUBMARINE SIGNAL COMPAN

160 STATE STREET *Established 1901* BOSTON 9, MA

ORIGINATORS AND MANUFACTURERS OF THE FATHOMETE

Automotive: The world's first successful diesel-powered truck (1932) was powered with a Cummins Diesel. Today, some 20 manufacturers of heavy-duty trucks designed for both highway and off-the-highway haulage offer Cummins Dependable Diesels as optional equipment.

Industrial: Cummins Diesels designed for industrial service include portable and stationary engines, power units, generating sets, and locomotive engines. Approximately 64 builders of shovels, draglines, mixers, compressors, road rollers, rock crushers, pumps, oil well drilling rigs, locomotives, and logging equipment offer Cummins Dependable Diesels as optional equipment.



Marine: Cummins Marine Diesels for propulsion service and Cummins Marine Diesel Generating Sets are used in all types of commercial and sport fishing boats, tugs, ferries and other types of work boats, and pleasure craft.

Your Cummins Diesels will do the job better, faster, cheaper, and longer if you will: (1) Always keep the engine clean, inside and out; (2) Follow the service procedure recommended in the Operator's Instruction Manual; (3) Use only *genuine* Cummins parts; (4) Consult your Cummins Dealer when in doubt about any detail of operation, maintenance or service.

Your Cummins Dealer

Makers and Breakers of Precedents in Power

In the early 20's, most authorities conceded 600 rpm. to be "tops" for a diesel. Cummins conceded nothing—bumped the Cummins Diesel of that early day up to 900 rpm. and kept right on bumping. That's how the modern, high speed diesel was created . . . by making *and breaking* one precedent after another . . . by doing things in design, construction and metallurgy "that couldn't be done." As a result, today's high speed Cummins Dependable Diesels are doing tough, heavy-duty jobs scarcely dreamed of twenty, or even ten, years ago. Not only doing them, but doing them cheaper, better and faster than they were ever done before. CUMMINS ENGINE COMPANY, INC., Columbus, Indiana.

SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.....18 Hurley Street, Cambridge, Mass., Tel. Kirkland 1276
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC....7 Wethersfield Ave., Hartford, Conn., Tel. Hartford 2-9311
CUMMINS DIESEL ENGINES, INC.....209 North 22nd Street, Philadelphia 3, Pa., Tel. Ritterhouse 4460
CUMMINS DIESEL ENGINES, INC.....100 Key Highway, Baltimore, Md., Tel. South 1281

FIRST CHOICE FOR 2 BIG JOBS

Here's a NEW ENGLAND worm gear drive, friction drum winch recently installed on the new trawler, *EMILY BROWN*, built by W. A. Robinson Co., Ipswich, Mass. for Capt. Frank Brown of Gloucester. The largest friction drum winch ever installed on a Gloucester trawler. Weight, 12,400 pounds. Capacity on each drum, 400 fathoms ⅞ in. wire rope.

Similar winches are in production for Capt. Joaquin Gaspar of Gloucester, Mass. and the Lunenburg Sea Products Co. of Lunenburg, N. S.

Just as NEW ENGLAND deck auxiliaries have long been the first choice of the high-line skippers and the NE symbol stands for that ruggedness and seaworthiness of all "who go down to the sea in ships . . ."

So, too, this same equipment — windlasses, capstans, towing gear — went to war on mine sweepers, salvage ships and Navy tugs.

Prepared for any unfinished war business, enlarged facilities permit NEW ENGLAND to render prompt engineering service and new designs for peace and post-war needs for fisherman and mariner wherever they are.

Again you can specify NEW ENGLAND — "First Choice" for any job — and know your needs will be met on time, whether they be gallows frames or trawl winches or complete deck auxiliaries and equipment.

Write us today about your post-war plans.

NEW ENGLAND
TRAWLER EQUIPMENT COMPANY

305 EASTERN AVENUE, CHELSEA, MASSACHUSETTS

Sales Offices in **Boston, Mass. New York, N. Y. San Francisco, Cal. New Orleans, La. Seattle, Wash.**

The Sounding-Lead

Elimination of Price Ceilings Would Bring Normalcy

IT is generally conceded that price ceilings as applied to the fishing industry, have not proved successful or effective. Production in many instances, has been restrained, and black markets have flourished. Because of low ceilings, exploitation of under-utilized species, sorely need to achieve the maximum production requested by Government food officials, has been discouraged.

With the production dependent upon the elements of weather and movements and abundance of fish, the catch is unpredictable, and is in a continuous state of fluctuation.

The governing factors in fish price always have been supply and demand, and it is therefore impossible to set arbitrary prices based on production of past periods.

Prices Hold Without Ceiling

A good example of how prices will stay in line without ceilings, is that of mackerel, the price of which has not gone wild at all, and which has remained at approximately the level of recent years. Similar examples are found in the case of croakers and spots in the Chesapeake area, and mullet in Florida.

Cold storage fish holdings throughout the country on August 1 totaled 109,000,000 lbs., compared to 75,000,000 a year previous, and a 5 year average at that time of 83,000,000. It is evident that fish are backing up in storage, with sales failing to keep pace with the increased production.

Despite the fact that consumer purchasing power is at its highest level in history and people are eating more than before, fish are not being bought in a proportionate share. The reason is that retail fish prices are too high, being way ahead of many varieties of meat. The elimination of ration points on meats has undoubtedly had an effect in reducing demand for fish.

Storage Holdings Restricted

With total occupancy of the Nation's cold storage warehouses at the highest level in history, the War Food Administration has issued a new order, limiting the total quantity of frozen fruits and vegetables, and packaged frozen fish, that may be stored in any warehouse to the quantity stored on October 1, 1943. These provisions are aimed at providing sufficient freezer space to handle meat and poultry needed by the armed forces.

This new WFA directive places a serious problem before the fishing industry. If the trade won't buy, the only way to reduce the inventory would be by dumping, but it wouldn't seem logical to waste good food.

The amount of all frozen fish and shellfish in storage on October 1, 1943, was 97,122,000, while in 1942 it was 115,128,000. The storage restriction would have the most serious effect on New England fillets. Frozen cod fillet holdings, for example, were 7,982,000 on August 1 of this year compared to 1,565,000 a year before and 2,252,000 on October 1 of 1943.

Haddock totalled 4,991,000 this August, as against 1,485,000 last year and 3,231,000 in October 1943.

The only way to move the large accumulations of fish is to reduce the price, but this means the dealers would have to take a loss. Where haddock would normally be bought this time of year for 3 to 4 cents, the present price is 7. Until some suitable adjustment can be made, the fishing industry should be exempted from the cold storage directive, or at least it should be based on the more normal holdings of 1942. A year ago production was curtailed by a lack of boats.

Supply and Demand

Despite the fact that OPA prices do not prevent selling below such figures, in the fish business they have virtually acted as floor prices, with practically all production being sold at the top price. Knowing that there was no possibility of ever getting more than ceiling quotations, the fishermen naturally wanted to be sure of all there was.

In normal times, fishermen hope for a good price when supply is limited or demand is great, and expect to get a lower

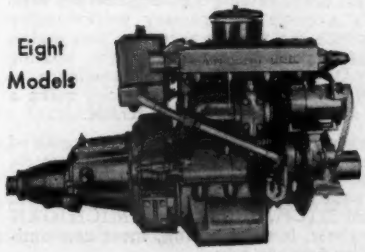
Will you FISH or FIDDLE?

It's all right for a motor mechanic to put in hours tinkering with an engine, but a fisherman has better use for his time.

Equipping your boat with an OSCO-MARINED Hercules Diesel is A-1 insurance against *your* fuming over a sick engine while there's profit-producing work to be done.

OSCO starts out with a Hercules Diesel of *proven* efficiency, ruggedness and economy; then re-engineers it to meet the *special* conditions encountered at sea by incorporating a fresh water cooling system with full cylinder length jackets, bronze heat exchanges and manual temperature controls.

Eight Models



2 cyl.—24 hp, 28 hp, 30 hp.
4 cyl.—62 hp, 70 hp, 75 hp.
6 cyl.—77 hp, 83 hp.

Write for Catalog

OSCO MARINED MOTORS
HERCULES (Diesels) and FORD (Gas) Converted to Marine Use.
OSCO MOTORS CORP.
2020 E. Orleans St.
Philadelphia 34, Pa.
Dept. G

*"The merchandise that we have received from you is more like jewelry than ordinary workmanship . . . MICHIGAN propellers are 'tops' with us."
MICHIGAN
MACHINED-PITCH
PROPELLERS
* Men Who Know Propellers Best
RECOMMEND MICHIGAN
Recognition of the superiority of MICHIGAN propellers prompts unsolicited comments such as these — *recently received from a prominent West Coast ship-building and engineering firm. . . . It's a cinch no ordinary workmanship could produce the precise accuracy that makes MICHIGAN propellers 'tops' in the boating industry. Only the jewelry-like excellence of MACHINED-PITCH production can make a propeller as accurate as a MICHIGAN.
Because every MICHIGAN propeller produced is identical with the perfect original pattern, every one gives smooth-as-silk performance without annoying and destructive vibration. Made from MICHALLOY, your MICHIGAN is the toughest, longest-lasting, most economical propeller you can buy.
*No propellers at present are available without priority.
EXPERT RECONDITIONING
of propellers of all makes by the guaranteed accurate MACHINED-PITCH method is available at our strategically located Service Stations. Write for name of nearest one.
MICHIGAN WHEEL COMPANY - GRAND RAPIDS, MICH.

figure when the reverse situation exists. In the long run, under this system, his average is satisfactory. Lower prices in time of big supply, enable dealers to move the fish by offering a lower price to create demand.

Another important consideration which the OPA has nullified is the value of quality. Under ceilings, all fish of a particular variety sells for one maximum, providing no incentive for bringing in quality fish through better handling and quicker trips.

It is evident that ceiling prices are not practical for fish. It is known that their promulgation has caused OPA more grief than any other phase of pricing. Sound reasoning indicates that all fish ceilings should be eliminated. The day of reducing Government control of business and planning for reconversion is at hand. Let the fish business be the first to get out from under price control and adjust itself to meeting the food needs of the country. The elimination of price ceilings will cure most of the industry's problems and benefit everyone concerned. Fishermen will be able to resume normal operations with profits based on the law of supply and demand, and the natural fortunes of fishing. Wholesalers and packers will be able to meet market conditions and move fish in a steady flow, thus relieving cold storage congestion; and consumers will be assured of better quality fish within a reasonable price range.

Continued Building Approved

THE Office of the Co-ordinator of Fisheries has announced it is now accepting applications for construction after next January 1, of fishing vessels necessitating priorities.

Boats not requiring steel, aluminum or copper alloys, which are critical materials, or which do not necessitate priority assistance from the Office of the Co-ordinator still may be built.

The Office had recently announced that further building of fishing boats which required priority assistance was to be strictly limited for 1944, except in hardship cases—such as loss (not sale) of a boat which was the owner's means of livelihood and in "backyard" type of building when the owner does his own construction with little or no material allotment required.

Construction of fishing vessels during the first half of this year was so accelerated, Dr. Ira N. Gabrielson, Deputy Co-ordinator, said, that materials originally estimated for the entire year of 1944 were nearly depleted. It was necessary to stop granting priorities to keep the vessel construction program at the level approved by WPB.

Surplus Engines Available

According to OCF, several makes of new marine engines in 72 to 600 hp. models are surplus Government property and are available for disposal. Interested parties should address inquiries to the Property Officer, Surplus Property Section, Procurement Division, United States Maritime Commission, Commerce Bldg., Washington 25, D. C.

"I see now why the Captain wanted that Extra Cruising Radius."

EXCELLENCE IN FIGHTING SHIP OUTPUT

Points the Way to

BETTER POST-WAR FISHING VESSELS

TODAY Lawley's is operating full speed ahead on fighting ships for the Navy. The yard has maintained a steadily increasing production rate, as evidenced by its renewal awards of the Navy "E".

Before the war, Lawley excelled in building outstanding yachts and commercial vessels. Among them is the steel trawler "Maine", which has been a consistent high-liner, with remarkable performance.

The increased efficiency, better skill and improved materials now being employed on War work will enable Lawley's to produce still better fishing vessels when peace returns.

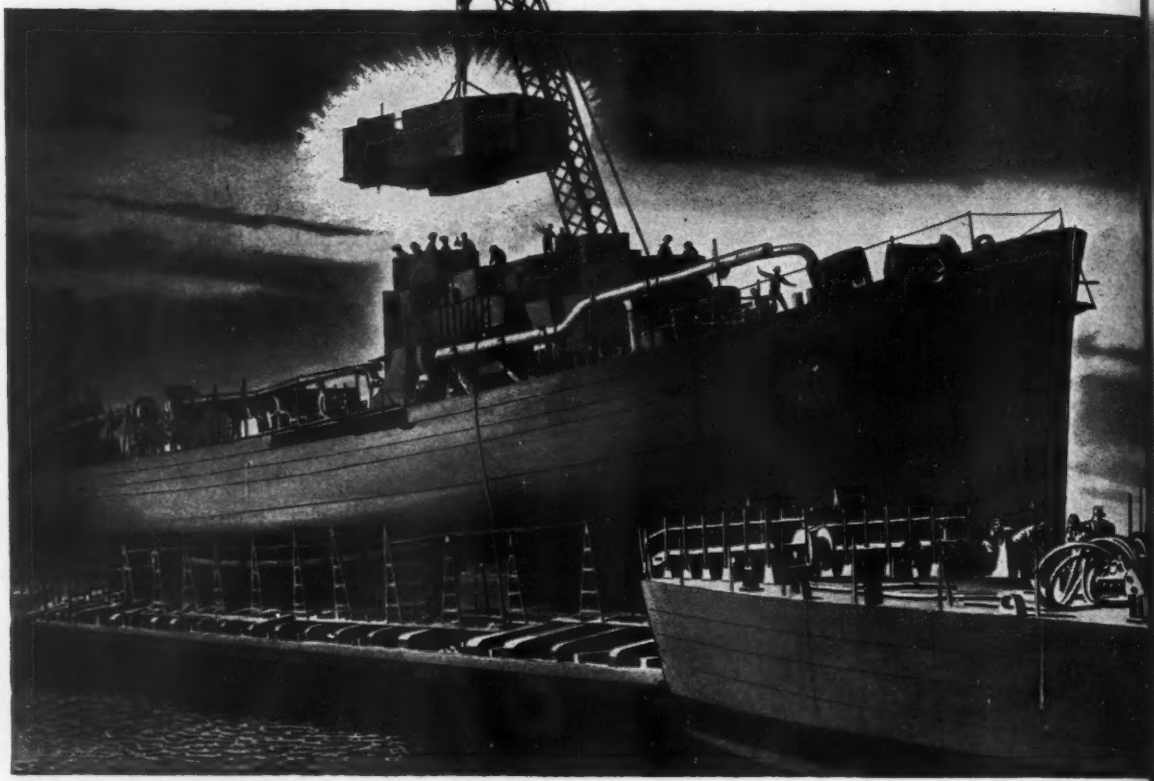
In planning your future trawler, consider Lawley's modern facilities, expert craftsmen and cooperative service. You can have confidence that Lawley will produce the finest in advanced trawler construction —a product that will successfully meet tomorrow's operating requirements.

GEO. LAWLEY & SON CORP.

26 Ericsson Street Neponset, Mass.

LAWLEY BUILDS SUCCESSFUL SHIPS

Crown of steel for a queen



As significant in its way as the coronation of an earthly monarch, is the placing of the steel superstructure that crowns a queen of the sea. ☆ And surely a fine ship is queenlike, for she possesses regal beauty, proudly defies the wind, the weather and the sea and gives royal guardianship to the men who sail her. ☆ These qualities are imparted to a vessel by the shipbuilders—men who build with their hearts as well as their arms. Theirs is both an art and an industry—a craft and a science. ☆ For nearly forty years, Defoe has been building and *crowning* queens of the sea. Yesterday, beautiful yachts and hardy small craft came from the Defoe ways. Today, fighting ships for the Navy. Tomorrow for peacetime America, Defoe will build private vessels and industrial products that reflect the skill and devotion typical of the shipbuilder's art. This is the only way we know how to build.

DEFOE SHIPBUILDING COMPANY, BAY CITY, MICHIGAN

Four White Star Renewal Citations now decorate the Navy "E" Award won by Defoe workers.

BACK THE ATTACK
BUY WAR BONDS

Defoe

SHIPS FOR VICTORY
SERVANTS FOR PEACE

TOUGH CUSTOMER

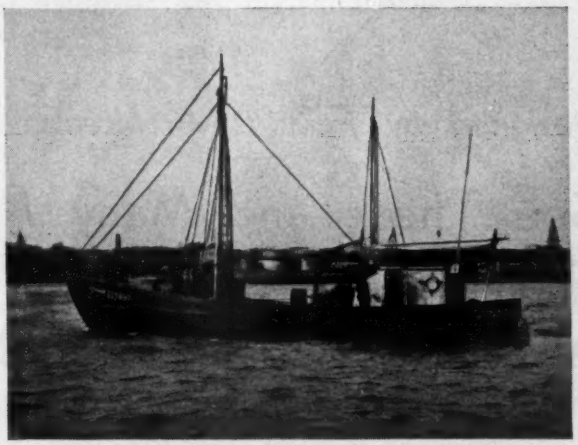
WHEN a man buys a fishing boat power-plant, he's interested in just two things: plenty of power on the propeller — and — a smooth, steady, dependable flow of that power, day-in and day-out, year-in and year-out.

"Caterpillar" Diesel Marine Engines are tough enough to match any job. There's nothing temperamental about them. They're built for hard work in any boat and any weather. They're rated for full-speed, full-load, continuous operation, and they perform right up to standard.

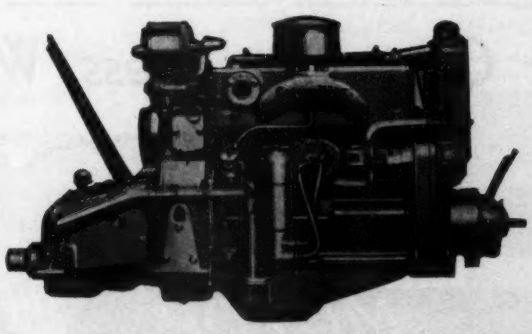
And that's not all. Even with their rugged dependability, the name "Caterpillar" Diesel has become another way of saying "Economy." Their thrifty consumption of low-cost fuel has written a whole new chapter in fishing boat operation.

Of course, like any piece of machinery, a "Caterpillar" Diesel Marine Engine needs regular inspection, replacement of worn parts and the correct lubrication that helps insure peak efficiency. If you own one, you can do your part to prolong its life by having your nearby "Caterpillar" dealer look it over regularly. He knows what to do . . . how to do it . . . and when.

CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS



Fishing boat *Mishaum*, of New Bedford, Mass., 51' x 16' x 5', powered by a "Caterpillar" Diesel D8800 Marine Engine.



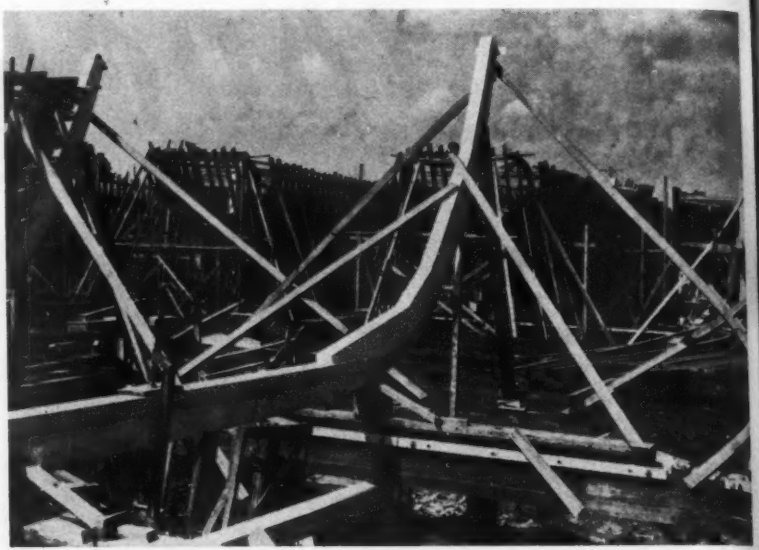
CATERPILLAR DIESEL

REG. U.S. PAT. OFF.

TO WIN THE WAR: WORK—FIGHT—BUY MORE WAR BONDS!

FISHERMEN! *WATCH THIS SPACE*

Here Are a Few of Our Many Fishing Boats Now Under Construction



★

Designed by Famous Architects • Built by Men Who Know

See These and Many More Reach Completion. Then you will know why NORTH AMERICAN'S ASSOCIATED YARDS Build More Fishing Boats.

★

No Matter What The Price

It Costs You Less When You Consult Us.

NORTH AMERICAN MOTOR MARINE Inc.

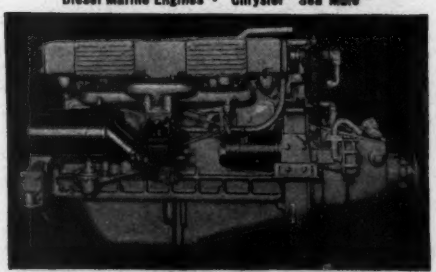
ROCKEFELLER CENTER • 610 FIFTH AVE. • NEW YORK 20, N. Y.

NEW

CHRYSLER

ROYAL MARINE ENGINE

Chrysler Ace · Crown Royal · Twin Royal and Diesel Marine Engines · Chrysler "Sea Mule"



The New Chrysler Marine Engines Tested in Actual Combat by Army and Navy Now Available for "Essential" Craft. 5 Types – 80 to 256 Maximum Brake Horsepower

The new Chrysler Marine Engines have performed brilliantly for both Army and Navy—they've been continuously improved since the war started. Chrysler builds them completely, in one Chrysler plant. "Superfinish," the unique Chrysler development, gives all bearing surfaces an almost unbelievable smoothness, insuring longer life and shorter—much shorter—"breaking in" period. One of the most compact marine power plants ever created.

FREE CATALOGUE describes them completely. Send for your copy today. Ask your Chrysler Marine Engine dealer how you can more quickly obtain necessary priorities.

Chrysler Marine Engine Division
Chrysler Corporation
12211 East Jefferson, Detroit, Mich.

Please send me FREE Chrysler Marine Engine Catalogue.

Name_____

Address_____

City_____ State_____

Type of boat_____

PROFIT WISE, WE CATCH MORE FISH WITH OUR SUPERIOR POWERED BOATS

Because the amount of fish caught during the fishing season varies, this element of chance is one of the biggest reasons why successful fishermen keep a close tab on their cost of doing business. During any fishing season, the day by day operating cost of an engine may spell the difference between a fair and good profit. During a poor season, it can readily account for the difference between actual profit and loss. The economy of Superior Marine Diesels is a fact that has been decisively proven by fishermen bookkeeping the world over. We can't design an engine that will catch more fish, but a Superior is designed to make the fish you catch more profitable.

SUPERIOR ENGINES

Division of The National Supply Co.

Executive Offices: Pittsburgh, Pa.

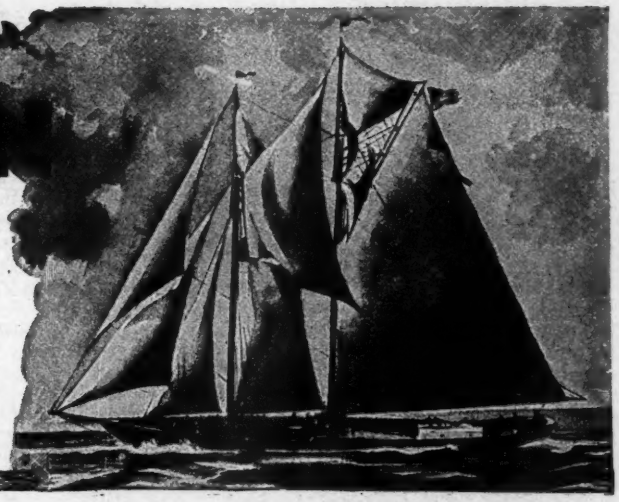
Sales Offices: Springfield, Ohio; Boston; New York; Philadelphia; Washington, D. C.; Jacksonville; Houston; Fort Worth; Tulsa; Los Angeles; Chicago.

Factory: Springfield, Ohio.

Superior DIESELS • MARINE, 28 to 1200 H. P

STATIONARY, 31 to 1200 H. P. • GENERATOR SETS, 12½ to 770 kw.

ATLANTIC FISHERMAN



REGISTERED U. S. PATENT OFFICE

Published Monthly by

ATLANTIC FISHERMAN, INC.

Goffstown, New Hampshire

P. G. LAMSON, *Publisher*

GARDNER LAMSON, *Editor*

20 cents a copy $2.00 a year

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes.

VOL. XXV SEPTEMBER 1944 NO 8.

Oystermen Predict Less Large Stock, Labor Shortage

BASED on reports from the various production areas to Dr. Lewis Radcliffe, Director of the Oyster Institute, the outlook is for no increase in production this season, with a possibility that it will be less than last season.

Large opened oysters will be scarce, with a more plentiful supply of small shell oysters. The demand for oysters promises to be brisk.

It appears that labor will be the determining factor. If the war should end soon and more men returned to oystering, the situation would be relieved correspondingly.

Higher wages demanded by shuckers, shell carriers and packing room help are complicating factors. However, it is expected that packers will try to hold their prices down to last year's levels.

In the North there has been no heavy set in recent years with the result that present stocks will have to last for several years until there is an adequate replacement.

In Louisiana, high water below New Orleans killed large quantities of oysters depleting existing supplies.

The marketable supply of oysters in New England and New York waters this year, according to Charles E. Jackson, acting Director of the Fish & Wildlife Service, is considerably smaller than in preceding years. Because of high prices prevailing last year, a number of oystermen sold all they had. In other cases even under-sized oysters were opened and sold.

In the Chesapeake Bay area it is expected that production this year will be about the same as last season.

Long Island Prospects

This year oyster companies at Greenport, L. I., are faced with the acute labor shortage and also with a shortage of large oysters. However, they report a good supply of medium size oysters are available for shipment.

Oysters in the Sayville, L. I., area are generally considered better than those taken last year, but are described only as "fair" compared to past supplies. Many oystermen were expected to give the oysters about another month to fatten up.

Rhode Island and Massachusetts

Despite a severe labor shortage, oystermen at Cotuit, Mass., claim the current season will be a big one when it gets rolling.

Opening of the oyster season in the Warren, R. I., area was postponed until Sept. 15 because of the labor shortage. With the prospects of an excellent crop and good market, the Warren dealers anticipate a good harvest.

Excellent Connecticut Set

Observations on the oyster set in Connecticut grounds by Dr. V. L. Loosanoff indicate that the set of 1944 should be the heaviest since 1930.

No unusually heavy mortality has been observed among recently set oysters, and starfish setting continues to be extremely light.

Maryland Expects Good Season

In the Maryland waters of the Chesapeake Bay, tongers will work in September and October. A few plants in Crisfield have begun shucking oysters, and all plants will be in full operation November 1, when dredging begins. Oystermen and packers are looking forward to a good seasqn.

Virginia Oysters In Good Shape

Capt. L. Selden Taylor, superintendent of inspectors, Virginia Commission of Fisheries, states that "oysters look plentiful this season, and are in good shape." A test was made at the mouth of the James River, and indications are that the crop will be better this year than last.

Florida Season Advanced

The opening of the oyster season in all parts of Florida has been advanced from October 1, to September 1.

To Stage Opening Championship

The Second National Clam and Oyster Opening Championship is scheduled to take place at Atlantic City, September 22-24. War Bond prizes will be awarded to individual winners as well as to the best teams of openers.

Oyster Publicity

The Directors of the Oyster Institute and other leaders in the industry have recommended that publicity be continued on the same basis as in the past. Attention will be given to all requests for the Institute's literature. Contacts with buyers, have been renewed with the sending out of bulletins to buyers and Hotel and Restaurant Associations. Close cooperation with Food Editors will be maintained.

Dr. Radcliffe has written two short articles on oysters, for publication, and is collaborating with the Soil Conservation Service of the Department of Agriculture on material for an article which ties in oystering with better farming practices.

"Click" Features Oysters

The October issue of "Click" magazine carries 5 pages of illustrations and text on oyster farming, including an especially attractive arrangement of oyster dishes in color and recipes. Collaborating in the production of this material were O. G. Carpenter and the Long Island Oyster Growers.

Among the illustrations are a huge shell pile, oyster dredges at work, the combating of starfish, a marine laboratory, plankton net and Dr. V. L. Loosanoff studying oyster movements and food cultures.

What to Look For in Main Engine Maintenance

By William J. Deed, N. A.

IT is highly important that the large amount of money invested in your main propelling engine be protected by proper maintenance. No matter if it cost hundreds or thousands it is still your chief instrument in making money. The best hull, the most up-to-date equipment and fishing gear are all useless if the engine (or engines, if your boat is twin screw) cannot get the vessel away from the dock and keep her going efficiently.

In a fishing boat, the propelling machinery works almost constantly, and if in a dragger or a dredge, there is a terrific load on the engine much of the time. A Diesel, or a gasoline engine, for that matter, operating at a certain constant speed on a long run, gets its best condition. It is when the engine is run at idling speed, or is suddenly opened up to full and back and forth in varying revolutions, that fouling up may occur, with carbon formation and residue from lube oil caking on here and there to cause trouble.

Use of Instruction Book

First of all, in the operation of any piece of machinery it is important that the engineer consult the Instruction Book covering the operation of that engine. Too many engineers feel that they know as much as the book and do not consult it as they should. Most engines have peculiar clearances, pressures and tolerances which apply to that particular engine. The engineers who design the engine prepare the Instruction Book and should know, if anyone does, the little things to be watched to obtain the most efficient operation. Consult the Instruction Book and follow its instructions.

We recently asked a service man from one of the leading Diesel engine manufacturers what he found to be the chief troubles in his travels about among the boats. He said that lubrication troubles were most numerous, followed by tinkering with adjustments which were right in the first place.

When he came aboard and saw a clean engine, he said, it did his heart good, for he rarely found real trouble in a clean engine. But where the engine was covered with grease and oil, he said he usually found that oil should have gone to bearings inside the engine. When he came back in a couple of months and found the same piece of bale wire connecting some lever in place of the proper rod he said he put the engineer down as slip-shod and careless in other items.

Masses of rust grinding against other parts eventually cause trouble, and a stick shoved in where a spring should hold a lever back is going to fall into the bilge some day and cause trouble. When little things about the engine let go and are replaced by make-shift substitutes, trouble is coming. No engine goes to pieces all at once. The gradual disintegration must be watched.

Efficient Lubrication

In the maintenance of any engine, gasoline or Diesel, the importance of efficient lubrication is most vital. Lubricating oil must be supplied in a clean film of proper viscosity to every bearing to keep metal parts from touching and to carry away the heat developed. The lubricating oil film protects the metal surfaces of bearings, cylinder walls, liners, etc., and in so doing meets its chief enemies, heat and oxidation. Of course, the greater heat of the Diesel engine makes the problem of efficient lubrication more important and harder to attain. That is why it is so important to use lube oil of the viscosity and characteristics recommended by the manufacturers of the engine. The hotter the engine, the greater the possibility of oxidation taking place. An oil which will thin out to a wash down the side of a cylinder wall is useless.

Acids formed corrode working surfaces and permit wear to take place. An oil which will leave a gummy substance to mix with the carbon of burned fuel will get in back of piston rings, in the grooves, and cause the ring to stick. Tiny metallic particles often are found in lube oil after longer use, and indicate erosion or corrosion of parts. Early in the breaking-in stage of an engine, these may not indicate trouble, but after the engine is run in they should not be found.

Hence the importance of plenty of filters and strainers to keep the lube oil clean, plus an oil cooler to remove the heat which the oil has picked up, and to return cool oil to the system. It is not often that lube oil coolers are cleaned, but the space around the oil tubes should be cleaned out with good hot water, and then the oil tubes should be well flushed out with kerosene to remove any tiny particles, sludge, etc. Filters and strainers, too, should not be permitted to fill with particles, dirt, etc., removed from the oil. In other words, if you maintain your lubricating oil system clean throughout, you will lengthen the life of your engine.

Connecting Rod Bearings

Insurance companies find that one-third of the accidents to Diesel engines are caused by bearing failure, the most common being connecting rod bearings. Causes are given as over-loading, whether from pre-ignition, poor fuel distribution, imperfect alignment, etc., and of course, rarely defects in the bearings themselves. So it is mighty important to look over the bearings at both ends of the connecting rods.

The proper heat at which an engine operates efficiently is something which must be known to every operator. If you know this and can determine it by thermometer or pyrometer you will then know when your engine is over-heated. And when overheating occurs, it spells trouble. Instruments have certainly unequalled value in the proper operation of an engine and pyrometers have special value. Just laying your hand on a cylinder for a brief moment to test the temperature cannot take the place of instruments. One's hand becomes accustomed to heat, and what may be a dangerous rise in temperature will not be noticed by hand. A pyrometer will tell you the heat in each cylinder, and if a cylinder is over-loaded, it will register too much heat on the pyrometer and you can thus avoid possible connecting rod bearing failure.

Loose or worn bearings cause excessive lube oil consumption with pressure lubrication. For instance, a loose connecting rod bearing has too great a clearance and allows much lube oil to escape and be thrown up into the cylinder, where it burns with the fuel.

Some engineers pull a bearing down tight and let the shaft wear it to proper fit. This is not good practice, for more heat is generated than the lube oil can carry away, and tiny metallic particles are also carried away in the oil stream. It is far better to use the bearing clearance as recommended by the engine manufacturer. Most grooves and scoring of the cylinder walls and liners occur from metal particles in the lubricating oil stream.

Gasket and Valve Leaks

In an old engine there is apt to be trouble from oil leaking out of worn gaskets. There is what is known as stress decay in gaskets and this may occur if the bolts are not drawn down equally hard all round. The tension on all bolts should be the same. Pulling the bolts down very hard on one side till the life is squeezed out of the gasket, and then trying to pull down the opposite bolts equally tight, will not improve the tightness of the gasket and will cause leaks. Then there is the decay in old gaskets to cause blow-by and oil leaks. Keep gaskets tight; renew if need be.

Leaky valves are also important sources of trouble. Compression is lost and compression spells power produced from fuel bought by your hard-earned dollars. Hunks of hard carbon may stick under the exhaust valve and prevent its seating, sulphur in exhaust gases may unite with other chemicals and burn out holes in the seat or the thin valve. Maintain valves and seats in clean condition, and if you find lack of compression look into the valves, the seats, and the springs. You know, those springs get tired of stretching and closing, doing the same thing all the time just as we do, and quit.

Worn Cylinders and Gears

Many old engines are "oil eaters". Some have enormous appetites when the cylinders are worn out-of-round. A round ring doesn't fit an oval cylinder. So if you have one of those out-of-round ones better fit an oil control ring in the lowest groove.

(Continued on page 36)

40-Foot "Gull", a Roomy Small Dragger

AN outstanding example of a roomy small dragger is found in the new 40′ *Gull*, which was delivered last month by her builder, Webber's Cove Boatyard of East Blue Hill, Me., to the Harbor Fish Co. of Bar Harbor, of which E. Robert Kinney and Paul Jacobs are co-owners.

The dragger was launched August 5 under the sponsorship of Mrs. Maurice L. Cousins, wife of the owner of the Webber's Cove yard. The vessel will be skippered by Capt. William Barbour, who comes from Marblehead, Mass., and will operate out of Bar Harbor.

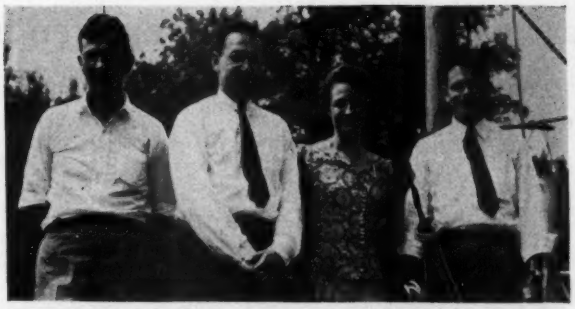
Designed by Eldredge-McInnis, Inc., of Boston, the new dragger is particularly noteworthy for the large amount of cargo, machinery and accommodation space that has been packed into a boat of her length. All of her space is efficiently utilized to provide complete facilities for dragging operations. She is exceptionally beamy and deep, with a high flaring bow; yet has good lines for easy driving.

The boat is 40′3″ in length, with a beam of 13′6″, and a draft of 4′7″, and will ice down 20,000 lbs. of fish. Her construction is as rugged as that usually found in a 50 to 60-footer. She has 2 x 3″ steam bent frames spaced on 11″ centers, double 2 x 5 bilge stringers, 4 x 4 deck beams, 1½″ white pine planking, and 2¼″ pine decking. There is a 5 x 3½″ shelf which extends from a point 10′ aft of the stem to the stern, and is kneed on the transom. The engine room and fo'c's'le are ceiled with cypress, and the fish hold with pine. The boat has a 6 x 6 fore bit set on the stem, and the quarter bits run through to the bilge stringers.

The boat has a double planked square stern, with 1½″ oak outside placed over ½″ plywood, which is designed to give added strength, and to prevent leakage in the event that the wood dries out.

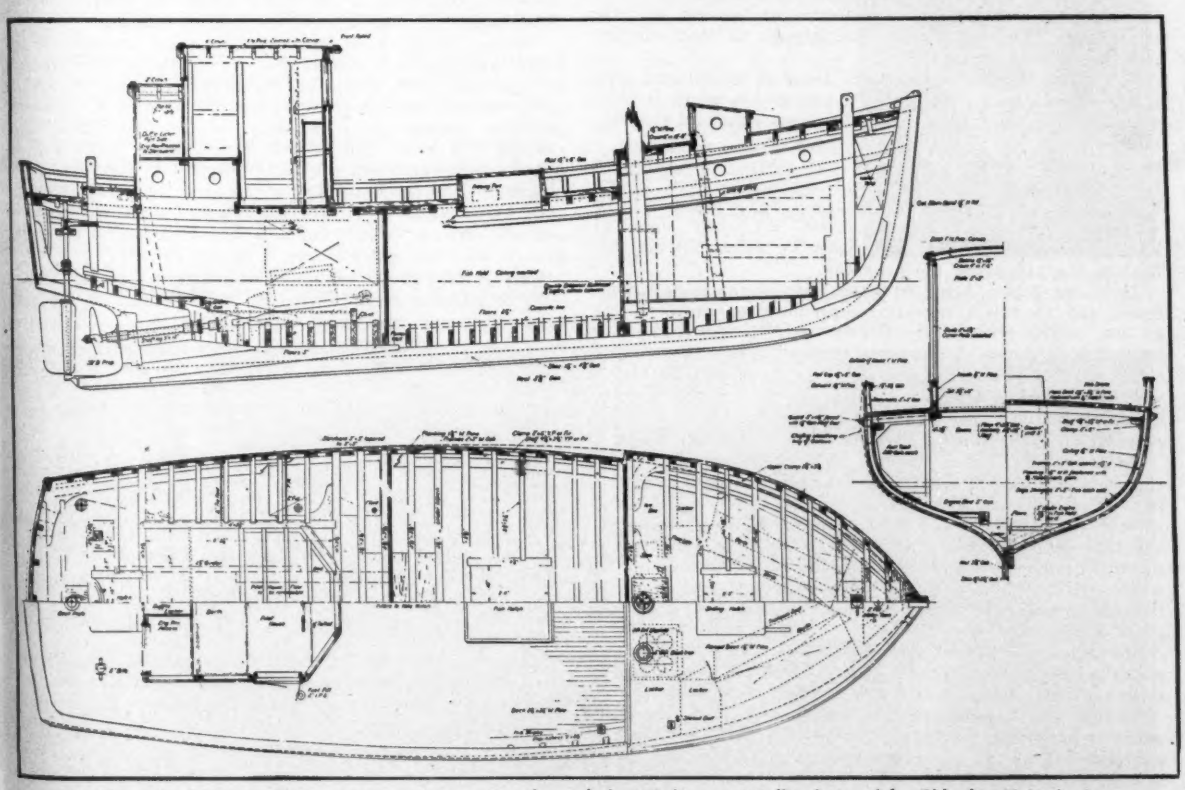
The fish hold has a 3 x 3½′ hatch, and is divided into 6 pens. It has a concrete floor with pump well aft, equipped

(Continued on next page)



The "Gull" launching party, showing from left to right: Maurice L. Cousins, of Webber's Cove Boatyard, builder; Paul Jacobs, co-owner; Mrs. Maurice L. Cousins, sponsor; and E. Robert Kinney, co-owner.

The new 40 ft. Chrysler-powered dragger "Gull".



Profile, arrangement and cross section construction plans of the 40′ dragger "Gull", designed by Eldredge-McInnis, Inc.

Potomac River Needs Oyster Management

By David G. Frey, Fish & Wildlife Service*

THE Compact of 1785 between Maryland and Virginia contains two sections which have greatly restricted the regulation and management of the oyster industry of the Potomac River: 1) any licensed oysterman of either state may work in the central portion of the river, and 2) laws regulating the fishery must be acted upon concurrently by both states before they are effective.

Not until 1912 were the first concurrent laws enacted regulating the oyster fishery in the river. These included a 2½ inch cull law and establishment of a seed area in the upper part of the river. In 1928 at the request of both states the U. S. Bureau of Fisheries surveyed the principal bars of the river and found them all greatly depleted. As a result the river was closed to dredging in 1931 and has remained closed ever since. Illegal scraping and dredging, however, have been practiced on both sides of the river in spite of law enforcement attempts.

Several good setting years in the early thirties produced some improvement and lead to agitation to have the bars reopened to dredging. In 1934 Virginia passed a bill permitting scraping in the Potomac River but Maryland has never concurred, believing that the improvement has not been sufficient to warrant the more efficient type of oystering.

Early in 1942 the Maryland Department of Tidewater Fisheries requested the U. S. Fish and Wildlife Service to resurvey the oyster bars in the river to determine if the amount of improvement since 1928 were sufficient to support dredging. T survey was begun in November 1942 and completed in July 1

The Department of Tidewater Fisheries provided a 52 f boat equipped with power winders and 3 dredges for use different types of bottom. Each oyster bar was sounded with a lead line and buoyed off. An approximate topograph survey was then made using a taffrail log and the ship's comp On a map of the bar constructed from these data each dre haul was located in its proper position drawn to scale.

First of all the survey demonstrated that oysters are uniformly distributed over a natural rock of appreciable For instance, almost a third of all marketable oysters occu in the two highest isopopulation regions which comprised 1/10 of the total area of the bars. Likewise almost 2/3 of small oysters were found on 1/7 of the total area, and 96% the small oysters were concentrated on less than half of t total area of the bars.

In the second place the survey demonstrated that the nu bers of oysters on the bars are still small compared with pote tial and desired productivity. The entire 3300 acres survey averaged only 10 bushels of marketable oysters per acre a 2200 small oysters per acre. Half of the area contained on 4 bushels marketable oysters and fewer than 300 small oyst per acre. Greater concentrations of oysters were found, b the total acreage of these was small. For example, only 7 acres (2.3% of the total area) contained more than 30 bush of marketable oysters per acre and 178 acres (5.2% of the tot contained more than 10,000 small oysters per acre.

These figures are somewhat smaller than the actual numbe of oysters on the bars because of the inability of the dredge catch everything in its path, as demonstrated by counts ma directly on the bottom with a diving helmet.

However, since both the 1928 and 1942-43 surveys were ma with the same type of equipment the results are comparabl During the period between these surveys large oysters e hibited a 10-fold increase and small oysters approximately 20-fold increase, but as previously stated the present popul tions except for limited areas are still very small.

Various factors have affected the annual production a helped keep it at a low level. For all 3 years in which record are available—1928, 1942, 1943—intensity of setting on natur cultch has been greatest near the mouth of the river, decreasi gradually towards the upper limit of the oyster area. Ap parently the lower half of the oyster region receives a s almost every year, with the result that the oysters tend to b clustered. The upper portion of the river receives a set onl occasionally, as in 1941; here the oysters usually are separate and well formed. Natural cultch is most abundant in the upp part of the river where setting is usually lightest.

Sixty percent of the 1943 spat were attached to old oyster most of which were of marketable size. Because of the diff culty of freeing spat from larger oysters it is unlikely th more than a small percentage of the spat removed from th water during the past oyster season were returned to the ba Hence, under the present management of the river a lar proportion of each year's set is taken from the water befo it can contribute to commercial production.

The period from 1931 through 1943, during which harvesti had been curtailed to tonging and illegal scraping, has demo strated that the oyster bars by themselves cannot regain th former productivity.

Certain areas in the lower part of the river where setting adequate require more cultch and separation of the clust of oysters. Extensive areas on the bars in the upper part the river could be profitably planted with small oysters, a some areas on these bars should have shells planted to he reinforce the bottom.

It has been recommended that a bi-state commission of repr sentatives from both Maryland and Virginia be established wi the power to regulate and manage the Potomac River oyst bars according to recognized principles of oyster culture a management.

---

* Abstracted from speech delivered at this year's Oyster Conference.

---

with a 1½" intake Willis pump. The hold bulkheads are double diagonally sheathed with canvas between, which is cemented on both sides with Ferdinand glue.

The pilot house is 6' square, with 6'6" headroom, and is sheathed with 5/8" plywood on the top, sides and floor. The plywood is screwed and glued to 2 x 2½ rabbeted beams. In each corner of the house ½" tie rods extend from the roof through to the deck, and on the after side additional tie rods are placed diagonally to furnish bracing for the after gallows.

A seat berth is placed thwartships in the house. The pilot house floor is arranged to lift up for engine removal, with the pilot house doors being built wide enough to give sufficient clearance for the engine.

The gallows frames are fabricated from 3" welded steel pipe, and the forward set is braced to the mainmast, which is fitted with a gaff for the fish tackle. Pettit paints were used throughout the boat.

The forward deck is raised 16" over the fo'c's'le, which is furnished with 3 pipe berths and ample food and clothes locker space. A rope locker, which will accommodate 200 ft. of rope, is located forward of the bit. An ample supply of light is provided for by dead lights on either side of the fo'c's'le, the galley and the hatchway.

There are 2 port lights on either side of the engine room trunk, and there is a stowage compartment on the port side of the engine room companionway, aft of the house. A hatch is located over the lazarette.

The *Gull* is powered with a Chrysler Royal marine engine with 3.17:1 reduction gear, supplied by Walter H. Moreton Corp. of Boston. The engine swings a 30 x 20 Columbian propeller on a 2¼" bronze shaft, giving a speed of 10 knots.

There is a 200 gallon gasoline tank on either side of the engine. Adequate ventilation for the engine room is provided by a Willis exhauster blower and intake ventilator which vents through the pilot houseroof. The engine exhaust is water-cooled and runs out the side of the boat. Electrical requirements are supplied by 6 volt Willard starting and lighting batteries. The engine operates the 300 fm., ⅜" wire capacity Hathaway winch through a Kinney clutch with counter shaft and Link-Belt chain bearings and gears.

The galley is equipped with a Shipmate range, and coal is stored in the seat locker. There is a 50-gallon galvanized water tank with pump located over the sink.

Steering gear, supplied by Willis, consists of a sprocket steerer designed for 4 turns HO to HO, and having ½" cable extending over 8" bronze sheaves to the quadrant. The boat is equipped with a 75 lb. Willis Navy-type anchor, Roebling wire rope and Plymouth cordage.

Left, the cutting table at the new fillet plant of Progressive Fish Wharf, Inc., Gloucester, Mass. Right, the candling table.

"Progressive" Has Continuous Straight-Line Processing

ONE of the most modern fish filleting and packing plants in the fishing industry, which is said to be equipped with the first complete straight-line system of production, was recently placed in operation by Progressive Fish Wharf, Inc., of Gloucester, Mass. The plant is located on Griffin's Wharf, previously used for a coal discharging dock, the building of which was entirely remodeled into an up-to-date processing plant. The harbor bottom around the dock was dredged to give a low tide water depth of 15 ft. in order to accommodate any size fishing vessel, three of which may be unloaded simultaneously.

The plant is 250 ft. long and 30 ft. wide. The cutting and packing room is 175 ft. long, while the holding room, which has a capacity of 100,000 lbs. is 35 ft. in length. At the end of the wharf there is a 40 ft. section devoted to the handling of fresh fish.

The major portion of the second floor of the plant is used for storing large inventory of packing materials. Also on this floor are well-fitted dressing rooms and lavatory facilities for the plant workers.

The layout of the new plant is scientifically arranged to allow a streamlined flow of fish with maximum utilization of conveying equipment and a minimum of handling. With normal operations the fish are processed as rapidly as they come from the boats, assuring the highest degree of freshness for the finished product.

All of the fish handling machinery in the plant was designed, laid out and installed by Bellamy Engineering Co. of Newtonville, Mass. The equipment represents a very flexible layout, arranged so that any variety of fish can be handled, and permitting the by-passing of any section of the line.

The equipment on the cutting, packing and inspection or candling line incorporates all the latest improvements to facilitate handling of the fish in the various operations.

The structural members of the equipment are of fabricated steel, and the workers stand on elevated platforms.

All gear units are totally enclosed and motors are of splash proof type.

As the fish are unloaded from the boat, they are dumped on to a drag-line which takes them from the dock to the scaling machine, located on the second floor of the plant. If it is desired to store the fish they are by-passed before reaching the scaler through a double opening spout in

(Continued on page 30)

Leonard Linquata, Treasurer of the Progressive Fish Wharf, Inc.

The candling table, with Joseph Miller, foreman, left; and Frank Favaloro, President. Right, the packing table.

John Bruno of Boston, Mass., and his new 75′ dragger "Little Nancy", just before launching at the Waldoboro Shipyard, Inc., Waldoboro, Me.

Maine Makes Plans For Postwar Program

EXPANSION of lobster rearing facilities and a research project designed to increase the numbers of other crustaceans, bivalves and food fishes were included in a program designed to provide employment for Maine people in the reconversion period that will follow the war, which has been presented to the Maine Development Commission by Harry B. O'Brien, Director of Postwar Planning.

Plans for these developments have been filed with Governor Sumner Sewall by Sea and Shore Fisheries Commissioner Arthur R. Greenleaf and have been included in the report the Commission will make to the next Legislature.

Designed to increase the revenue Maine commercial fishermen receive for their labors, the program would call for the expenditure of $100,000 and would, it is believed, greatly benefit the 50,000 persons engaged in the industry who, with their families, comprise a considerable part of the State's population.

Post-War Opportunities For Service Men

Opportunities in the expanding Maine fisheries will be greater than ever after the war as increased business demands more manpower in the opinion of Commissioner Arthur R. Greenleaf. It is his hope the many returning service men will consider these possibilities and turn to the sea for their livelihood.

The multitude of new seafood products which have been introduced to the consumer public give some idea of the tremendous possibilities for the future. New methods of marketing fresh fish as well as the canned and frozen product have widened the fisheries horizon and there is no doubt that many of these have already replaced products formerly imported in great quantity for foreign countries. This trend alone indicates the future need for more manpower in the fisheries.

The fisheries offer outdoor work to men needing mental as well as physical relaxation after the nervous tension of war. As part of its post-war program, the Sea and Shore Fisheries Department will lend every effort to the placement of interested men in the industry.

State Officials Meet Sardine Men

In the course of a survey of the sardine industry along the Maine coast, believed to be for the purpose of planning to meet post-war conditions more effectively through united action, several State officials visited Eastport, and held a lengthy conference with the sardine canners of this area.

The session was held at the office of the Booth Fisheries Corp., and present besides local packers were Carl R. Smith, Commissioner of Agriculture; Arthur R. Greenleaf, Commissioner of Sea & Shore Fisheries; A. M. G. Soule, Chief of the Division of Inspection, and Sturges Dorrance of the advertising firm of Brooke, Smith, French & Dorrance of New York City, advertising representatives of the Maine Development Commission.

Good Publicity For Maine Lobsters

The latest promotional activity by the Maine Development Commission in behalf of State of Maine lobsters comes from Brooke, Smith, French & Dorrance, advertising counselors, in the form of a guest card for distribution by restaurants, to which is attached a plastic facsimile lobster, and carrying this message: "To You, Our Guest, the lobstermen of Maine ask you to accept this novelty pin as a reminder to always order genuine State of Maine lobster." The State of Maine lobster trade-mark is reprinted with the statement: "We serve only genuine State of Maine lobsters."

Sardine Supply Ample and Steady

Eastport sardine canneries are again operating on what is practically a full-time basis, with supplies adequate in volume and good in quality but the size of the fish is running larger on the average.

The principal source is now the American shore from West Quoddy to Mt. Desert Island, the Bay doing but little, and the inside weirs in general remaining idle.

The size of the fish varies from "good sardines" to the large sea herring, and these come sometimes in separate schools, nicely graded, but for the most part they are mixed, and have to be separated out, the larger fish going for cutting, smoking or canning as kippers or in round cans.

Black and Gay Awarded "A"

Fred C. Black, president of the Black and Gay Canners, Inc., Thomaston and Brooks, announces that his concern has received the War Food Administration's "A" for achievement.

Among the products processed are clams, mussels, and crabmeat, for both Army and civilian use.

Landings on the Upgrade

Landings continued on the upgrade for 1944, according to the report for July issued by the Sea and Shore Fisheries Department, Louis Cates, department statistician.

Total landings for July were 19,310,096 pounds, value $939,374.68, as compared to June landings of 18,669,033 pounds with a value of $753,218.60

"Little Nancy" Launched for Bruno

THE 75′ dragger *Little Nancy*, launched last month by Waldoboro Shipyard, Inc., Waldoboro, Me., for John Bruno & Son Co. of Boston, is expected to be ready for service October 1. She will be skippered by Capt. Frank Sanfilippo.

The *Little Nancy* is the seventh fishermen to be built by Waldoboro, and the fifth from the same model. She has a beam of 18′3″, and draft of 8′9″, and is framed in 4″ double oak, and planked with 2″ hard pine. Her fish hold capacity is 100,000 lbs. Accommodations are provided for 8 men in the fo'c's'le, 1 in the pilot house, and 2 in the after cabin.

The pilot house, cabin and engine room are heated from a central heating system. The vessel has a fuel capacity of 2500 gallons in 4 tanks.

The *Little Nancy* is powered with a 4 cylinder, 10½ x 13 Atlas Diesel, rated 155 hp. at 350 rpm., which is expected to give the vessel a speed of 9 to 10 mph. The engine swings a 53 x 40 Columbian propeller on a 4″ bronze shaft with Goodrich Cutless rubber stern bearing. Accessory equipment includes an Alnor pyrometer and Love muffler.

The auxiliary engine is an 8 hp. Deseco Lister-Blackstone unit, operating a Curtis compressor, Gould's pump and 5 kw. Imperial generator. There is also a 2 kw. Imperial generator on the main engine flywheel. Batteries are 32 volt Willards.

The vessel is equipped with a 300 fm. 5/8″ wire capacity Hathaway winch, operated off the main engine through a Twin Disc hauling clutch. Her steering gear was furnished by Hathaway, and consists of an under-deck installation.

Other equipment aboard the dragger includes a Submarine Signal Co. Fathometer, Bludworth direction finder, Shipmate range, Linen Thread Co. nets, Columbian rope, Roebling wire.

The vessel will be delivered in completed form, with all the wiring, piping and machinery installation carried out by the shipyard.

"Emily Brown" Makes Big Maiden Trip Catch

THE first trip of the new Gloucester dragger *Emily Brown*, owned by Capt. Frank Brown and others, netted a near capacity load of 201,000 lbs. on August 30. Built by W. A. Robinson, Inc., Ipswich, Mass., the new vessel is the largest to join the Gloucester fleet in recent years, having a length of 107'3", a beam of 23'8" and a draft of 11'.

The vessel is of schooner type, and represents an adaptation of the Eldredge-McInnis *Columbia* design with various changes desired by the owners, including the addition of a whaleback. She is a well-finished vessel, completely fitted with all the latest dragger equipment and facilities.

A new feature on the vessel is the power-driven ventilating system, in both the engine room and the fo'c's'le, which utilizes Sturtevant exhaust fans.

The deckhouse is exceptionally large, containing commodious quarters for the Captain, and the after section is sloped to the stern, giving maximum protection to the cabin companionway, which is reached through doors on either side of the house.

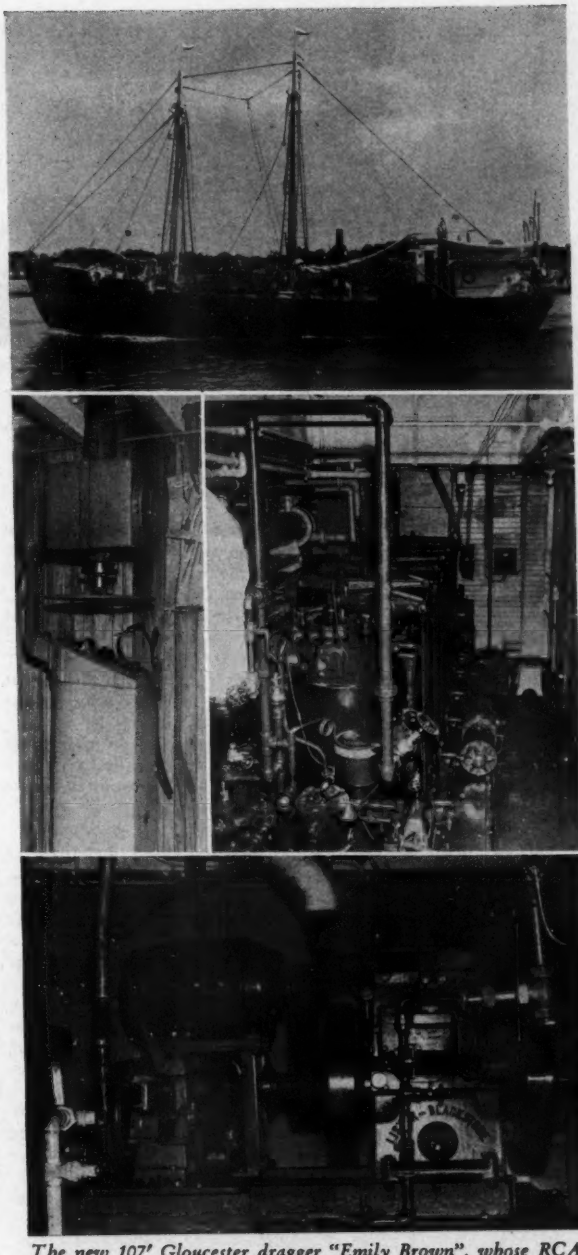
The fish hold, which has a capacity of 205,000 lbs., is furnished with watertight insulated bulkheads. The cabin, engine room and pilot house are heated through radiation from a Preferred Utilities oil-burning heating unit.

The vessel is powered with a 6 cylinder, 13 x 16 Atlas Diesel, rated 400 hp. at 300 rpm., and fitted with single lever control, fresh water cooling, Alnor pyrometer, Weston tachometer and Love muffler. The engine swings a 70 x 48 Columbian propeller on a 7" bronze shaft through a Goodrich Cutless stern bearing, giving the boat a speed of 10 knots.

Auxiliary and electrical equipment, furnished by Diesel Engine Sales and Engineering Corp., consist of a Model EHS 7.5-110 Deseco Lister-Diesel auxiliary 16 hp., direct V-belted to a 7½ kw. 110 volt Imperial generator, and operating a Curtis compressor and Gould's pumps, through Kinney clutches and V-belt drives. The V-belts are of Worthington make, while the batteries are 110 volt Willards. There is also a 5 kw. Imperial generator on the main engine tail shaft, and a Deseco switchboard.

The *Emily Brown* is equipped with a new type New England winch, having a capacity on each drum of 400 fm. of ⅞" wire, and weighing 12,400 lbs. This is said to be the largest friction drum winch ever installed on a Gloucester dragger. New England also furnished all of the deck dragging gear, and a 5 hp. electric fish hoist. The winch is operated off the forward end of the main engine shaft through a Kinney clutch.

Other equipment aboard the vessel includes a Marine Products motor-driven pump, Edson hand deck pumps, Kelvin-White compass, RCA Model AR80707X direction finder, Submarine Signal Fathometer, American Chain and Cable wire rope and Independent steering gear. The galley is fitted with an oil-fired Shipmate range, which is operated by fuel from the day tank in the engine room. Essomarine fuel and lubricants are used on the vessel.



The new 107' Gloucester dragger "Emily Brown", whose RCA direction finder and 400 hp. Atlas Diesel are shown in the center panel, below which is her 16 hp. Deseco Lister-Blackstone auxiliary unit.

Distributors Association Ready to Help Industry

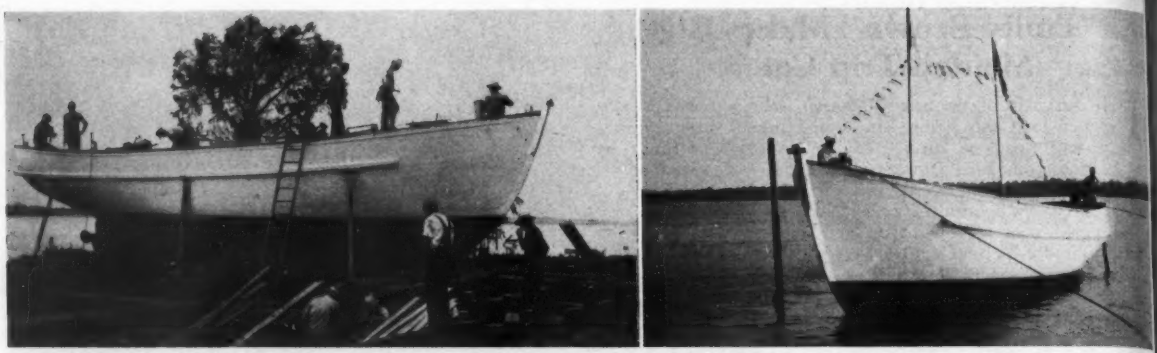
CHARLES W. TRIGGS, Executive Secretary of the Fish Distributors Cooperative Association, Inc., with offices in the Investment Building, 15th and K Streets, NW, Washington, D. C. says: "There is no question but what the fish industry, like other industries, has a post war job to do and the members of the Fish Distributors Cooperative Association want to contribute their part to this work."

The Fish Distributors Cooperative Association, Inc. was incorporated October 12, 1943, to promote, encourage, develop and protect the interests of fish distributors, dealers and members of the Association. According to Mr. Triggs, members in the aggregate represent a purchasing power of about $30,000,000, and he believes this should be of interest to producers and packers seeking an outlet for substantial quantities of fishery products.

The Association cooperates with War Food Administration, Office of Price Administration, Coordinator of Fisheries and other Government agencies.

The members are in favor of a National Association to handle national problems. They are willing to become affiliated with the National Association provided it will not interfere with the functions of their Association as a distributing organization. They are of the opinion that a provision should be made for individuals to join a National Association where there is no local association.

The president of the Association is Lawrence Knapp, Knapp Bros. Inc., Pittsburgh, Pa.; secretary, Arthur Jarrell, Jarrell and Rea, Pittsburgh, Pa.; treasurer, George H. Thomas, George H. Thomas Co., Norwood, Ohio. Other members are: W. T. Smith Company, Springfield, Ohio; Booth Fisheries Corp., Chicago, Ill.; A. E. Burhop, Chicago, Ill.; Robbins Inc., Chicago, Ill.; Walker Fulton Fish Co., Chicago, Ill.; W. M. Walker, Inc., Chicago, Ill.; Meletio Seafood Company, St. Louis, Mo.; Mid Central Seafood Company, Kansas City, Mo.; Wicker Fish and Poultry Company, Dallas, Texas.



The 49′ shrimp trawler "40-Fathom No. 19", recently launched by Pamlico Shipyard, Inc., Washington, N. C., for General Seafoods, Inc.

Texas Bay Shrimp Season Off To Good Start

THE Fall bay shrimp season, which is considered by most veteran fishermen as the best on the Texas coast, got off to a good start when individual boats took more than 1,500 pounds in Rockport Bay on the opening day.

The second closed season on bay shrimping on the Texas coast for 1944 ended August 31, and shrimp trawlers will be permitted to drag in inland coastal waters until December 15.

The open season on Gulf shrimping is continuous throughout the year; however, shrimping in offshore waters during August was light due to unseasonable high winds.

Among the boats participating in opening-day shrimping was the *Sonny M.*, the newest trawler of the Two Bros. fleet of Ingleside, Texas, which caught approximately 1,000 pounds in Rockport Bay.

New Ceiling on Shrimp

During July approximately 100 fishermen and shrimpers of Corpus Christi appealed to the OPA for a new ceiling price on shrimp. Unable to get the shrimp headed ashore after they were caught, boat operators had to employ labor to go on board the boats for this purpose. Under such a set-up, headers charged a higher price than for heading at plants on shore. At present Corpus Christi does not have a shrimp heading plant.

The new price recently set by the OPA as a result of the July meeting will make it possible for Corpus Christi operators to sell 125 pounds net weight headless shrimp for the same amount as they would receive for 210 pounds net weight of head-on shrimp.

Before the new ceiling price for the Corpus Christi area was made, operators there estimated that they were taking a 40 per cent loss.

"Miss Texas" Repowered

The trawler *Miss Texas*, 38′6″ x 12′ x 3′6″, owned by Jack Bates, Aransas Pass, has been repowered with a Gray, Model Six-121 gasoline engine, with 3:1 reduction gear.

The "Alice G." owned by Albert J. Gonzales, Jr. of St. Bernard, La., who is now in the Navy, and captained by Albert J. Gonzales, Sr. She is 45′ x 14′ x 5′ and is powered by a 60 hp. Superior Diesel, with a 2:1 reduction gear, swinging a 32 x 26 Hyde wheel, and makes 14 mph. She uses Columbian rope.

"Bocage" Cable Rigged

The trawler *Bocage*, 45′ x 12′ x 5′, owned by Capt. Andrew Branco, Aransas Pass, has been cable rigged with a 3-drum Stroudsburg hoist. Power is furnished by a 60 hp. 6-cylinder Lathrop engine.

"George C" Shrimping

One of the newest boats in the Aransas Pass area is the *George C.*, owned by Capt. W. W. Sachtleben. This trawler, 45′8″ x 12′6″ x 5′, is equipped with a 75 hp. Lathrop gasoline engine, 30″ x 16″ Michigan propeller, and is now shrimping.

"Bert" Snapper Fishing

The *Bert*, 38′ x 9′6″ x 4′6″, is snapper fishing off Port Aransas for the C. & C. Company, Aransas Pass. She is powered with a 130 hp. Chris Craft engine.

"Aneta" Sold

Capt. Glen Smith, Aransas Pass, recently purchased the trawler *Aneta* from Tim Davis, Freeport, Texas. The *Aneta*, 46′ x 13′9″ x 4′9″, is equipped with a Chrysler Royal gasoline engine, Kinney clutch and Michigan propeller.

N. C. Yard Building Shrimpers

LAUNCHING of the first of a fleet of shrimp trawlers being built by Pamlico Shipyard, Inc., of Washington, N. C., for General Seafoods, Inc., took place August 19, when the 49 ft. *40-Fathom No. 19* slid down the ways.

The shipyard is building the new vessels in 49 and 60 ft. sizes, and they will be operated from General Seafoods' plants on the Gulf of Mexico.

The new shrimpers are from designs by Colley-Maier, Inc., of Boston, Mass., and contract negotiations and construction arrangements were handled by North American Motor Marine, Inc., of New York City.

Mississippi Shrimp Season Opens

THE Mississippi shrimp season opened on August 16, and Biloxi factories received their first shrimp on that day, with catches of medium size shrimp, which are considered good for this time of the year, reported by 4 or 5 factories. It was estimated that at least 200 boats went out on the opening day.

Discuss Shellfish Sanitation Code

A shellfish sanitation code, national in scope, that will regulate the taking, packing and shipping of inter and intra-state seafood and oysters was discussed at a meeting held August 14 in Gulfport. Representatives of the U. S. Public Health Service, State Board of Health, Mississippi Seafood Commission, Harrison and Jackson County Health Department and military authorities were present.

It was stated at the session that several packing plants are making extensive repairs to conform with the requirements, and all plants will be adjusted to such needs prior to the opening of the oyster season in September. After the oyster season opens a list will be prepared of approved plants making inter and intra-state shipments, and containers will be labeled with the name of the plant or its permit number.

Louisiana Shrimp Fleet Blessed At Annual Celebration

IN a colorful ceremony which originated centuries ago in Brittany, the shrimp fishery, largest seafood industry of the South, observed the traditional blessing of the fleet in Berwick Bay, La., on Sunday, September 3. In addition to the Berwick Bay fleet, fishing boats from the surrounding sections came in large numbers to receive the blessings of the clergy as the new shrimp season got under way.

The blessing of the fishing boats probably dates back to the ancient Breton custom of asking the benediction of the Church on any vessel about to make its maiden voyage. Later, many Bretons emigrated to Canada and then to Louisiana, bringing the tradition with them. Sunday's ceremony in Berwick Bay is the ninth annual celebration of the blessing of the shrimp fleet.

Religious ceremonies began promptly at eleven o'clock in the morning aboard the flagship, *Voncille*. So numerous were the vessels in harbor for the event, trawlers were anchored in mid-river as well as two abreast all along the Morgan City and Berwick shores. The *Voncille* was gaily decorated with pennants and national colors and practically every trawler had Old Glory and Allied Nations flags flying in the breeze.

An invasion demonstration was staged by Higgins battle craft and more than 200 troops from Camp Shelby, Miss. Crowds watched the LCVP (landing craft for vehicles and personnel) and the LCP (landing craft, personnel) boats maneuvered about the Bay by regular Coast Guard. The Navy blimp overhead and the smokescreen lent realistic touches.

"Cameron" Sold

The shrimp trawler *Cameron* has been sold by the Trawling Company to W. B. Gereaud of Baton Rouge. Lester Henderson will captain the boat which will continue to fish out of this port.

Lapeyrouse on "Flagship"

Wesley Lapeyrouse, former captain on the *Cameron*, is now in command of the *Flagship*, which will work out of Boudreaux's Canal for the Morgan City Packing Company.

"Sara" Sold

G. L. Palmer has sold the *Sara S.*, a 52-footer, to B. F. Skinner. Wm. D. King, who has been working with his son, Captain Herman King, on J. R. Hardee's *Victory*, will captain the *Sara S.* for Mr. Skinner.

Hollier Now Captain

O. J. Hollier, second man for a long time on the *Minnie and Clara*, has been given the captaincy of the new 60-foot trawler *M. D. Shannon* owned by G. L. Palmer. The boat was to have made its maiden trip to the Gulf fishing grounds the first week in September.

Fabre, Capt. of "Pearl Harbor"

Wilmot Fabre is now captain on the St. Johns Shrimp Company trawler *Pearl Harbor*. For the past year he has been making nets.

Lake Pontchartrain Closed to Seining

Commercial shrimping and other fishing by use of large seines and trawls was barred for a period of five years in Lake Pontchartrain, La., in an order issued August 15 by Conservation Commissioner Joseph L. McHugh.

The order was issued following receipt of a report from Dr. James Nelson Gowanloch, chief biologist of the Department, who said: "I believe that all of Lake Pontchartrain should be closed to all commercial fishermen who use either shrimp trawls (otter trawls) or commercial seines. The use of these two types of gear can do a great deal of damage to the fish population in Lake Pontchartrain. The use of the shrimp trawls inevitably destroys young commercial fish."

Shrimpers Restricted by Ice Shortage

A continued ice shortage has tied up or restricted the production of a third of the shrimp boats in the lower Mississippi River area according to G. C. Lewis, president of Jefferson Parish Fishermen's Association. Every boat in the Empire and Buras area was tied up one day recently, but 50 percent production was resumed when ice from New Orleans arrived.

Harry McCreary, of Tarpon Springs, Fla., re-elected president of the Florida Commercial Fisheries Association, and Frank Fant, elected a vice-president, at the speakers' table during the Association's annual convention in Jacksonville, August 7-8.

Florida Fish Stations Sold to Royal

A. R. ROYAL, owner of the Royal Fish and Produce Co. of Camilla, Ga., has purchased the fish stations at Bonita Beach, Marco and Caxambus owned by the South Fish Company.

The South Fish Co., which is owned by Messrs. Smoot and I. W. Riggs of Everglades, will still maintain stations at Fort Myers Beach, Estero, Punta Rassa and Pine Island to supply the fish house at Everglades. Mr. Riggs is also owner of the Riggs Fish Co. with headquarters at Everglades.

The Royal Fish and Produce Co., which also has Florida interests at Cedar Keys in Levy County on the West Coast, has recently completed a new cold storage plant at Camilla.

Capt. Spencer Has Good Sponge Trip

Capt. Nelson Spencer and his crew of 4 men recently received $2,076.92 for the sponge they took from Biscayne Bay in a 5-week trip. They took 150 bunches of grass sponge, 60 sheepswool, 40 yellow and 50 glove sponge. The best price was the $1,069.35 paid for 60 bunches of sheepswool of assorted sizes.

Asks Right to Gather Seaweed

Sperti, Inc., Cincinnati, Ohio, recently asked the Florida Cabinet for exclusive rights to gather seaweed in sections of the Indian and St. Lucie Rivers for use in manufacturing agar-agar, at a plant it expects to build at Jensen, Fla.

William Shea of New York, vice president of Sperti, Inc., said it had been making explorations along the Florida coast for two years and has found the largest deposit of seaweed required for extraction of agar-agar in the vicinity of Jensen.

The seaweed would be gathered by a marine mowing machine that would cut it just below the surface of the water, Shea said, and there would be no harm to navigation, oyster beds, commercial fishing or other facilities.

The "Jane" owned by Capt. W. F. Lesley, San Antonio, Texas. She is 41 ft. long and is powered by a 110 hp. Buda Diesel, with a 2:1 reduction gear, turning a 32 x 22 Hyde propeller. She uses Plymouth rope, Ederer nets and Gulfpride lubricating oil.

"Gertrude L. Thebaud" Sold For Freighting

THE 115' auxiliary schooner *Gertrude L. Thebaud,* whose principal owner was Capt. Ben Pine, has been sold to a New York City group represented by William Howard Hoeffer.

Holder of the International Fishermen's Racing trophy for one year, the *Gertrude L. Thebaud* has gone dory haddocking and halibuting in her fishing career, represented the United States in three International fishing vessel races, twice represented the fisheries on missions of National interest and served as coastal patrol boat in the Coast Guard for more than a year in the present World War.

During her fishing career, she has been commanded by Captains James Abbott, Cecil Moulton, Mike Clark, Archie A. MacLeod.

The *Gertrude L. Thebaud's* future is believed to be freighting in the Caribbean area, with Florida ports as her base, cargoing products from the islands to the American mainland. She is expected to sail for the South in a month.

"Magellan" Fishing Again

The Gloucester dragger *Magellan,* Capt. John Norte, landed her first trip of fish since being returned by the Navy, when she landed 90,000 lbs. of redfish on September 6.

Southern Draggers Leaving

The Southern draggers which have been fishing out of Gloucester this Summer have practically all left. These boats have been engaged in redfishing.

Recent Good Trips

Among recent good trips landed at Gloucester were the following: *Caroline & Mary,* Capt. Joe Rose, 170,000 lbs. redfish; *Golden Eagle,* Capt. Robert Fralic, 100,000 lbs. haddock; *Joffre,* Capt. Simon Theriault, 131,000 lbs. cod; *Theresa M. Boudreau,* Capt. Joseph A. Boudreau, 225,000 lbs. redfish; *Bonaventure,* Capt. Joe Novello, 190,000 lbs. redfish; *Evzone,* Capt. Mickey Densmore, 140,000 lbs. redfish; and *Killarney,* Capt. Carl Olsen, 140,000 lbs. haddock and cod.

The *Santa Maria,* Capts. Peter Guarrisi and Peter Mercurio, made a fast mackerel trip recently, taking 48,000 lbs. in 5 hours, and the beam trawler *Thomas Whalen* brought in 140,000 lbs. of haddock after a seven-day trip.

Maiden Trips

Four draggers landed their maiden trips at Gloucester recently. They were *Emily Brown,* Capt. Frank Brown, 201,000 lbs. redfish; *Andarte,* Capt. Mickey Driscoll, 48,000 lbs. groundfish; *Joseph & Lucia,* Capt. Joe Brancaleone, 175,000 lbs. redfish; and *Mary Canas,* Capt. George Lampro, 16,000 lbs. haddock.

Swordfish Fleet Doing Well

The Gloucester swordfish fleet through August 26 landed 207,000 lbs. of fish, or 977 fish by count. Every trip has sold for 30c a pound. There are 7 vessels in the fleet.

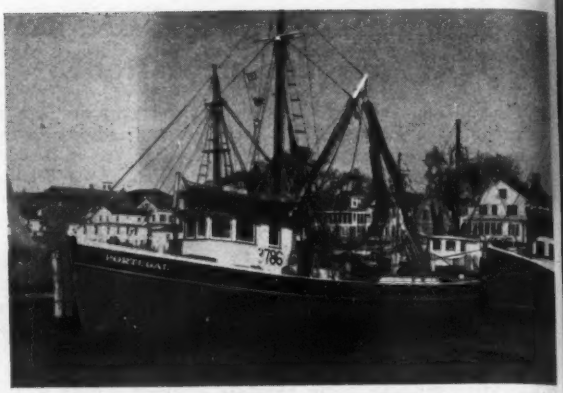
The high-line swordfish boat was the *Evalina M. Goulart,* Capt. Manuel Avila, with 260 fish, which weighed approximately 55,000 lbs.

Robinson Launches "William J."

The 96-foot dragger *William J.* was launched August 31 by Robinson's Shipyard, Ipswich. Owned by New England Fillet Co. of Boston, the craft was christened by Miss Mary M. Malony before a party of 200 guests. The vessel will be powered with a 260 Cooper-Bessemer Diesel, and will be skippered by Capt. James V. Nickerson.

New Cummins for "Escort" and "Avocet"

The 60 ft. *Escort,* owned by Capt. Anthony Ferlito, and the 64 ft. *Avocet,* owned by Capt. Joseph Frontierro, have both been repowered with Model HMRS 602.5, 130 hp. supercharged Cummins Diesels, equipped with 2.55:1 Detroit reverse and reduction gears, and Twin Disc front power take offs. They were also equipped with Burgess silencers and Kraissl salt water strainers, new 40 x 24 Columbian propellers, 2 sets of 32-volt Surrette batteries, and Marine Products pumps



The 58' Stonington, Conn., dragger "Portugal", which was built by West Haven Shipyard. She is owned by Alfred G. Robello, skippered by Capt. John Resins, and powered with a 165 hp. Gray Diesel.

New Bedford Scalloper Has Close Call With Sub

AN enemy submarine, believed to be German, surfaced recently in the North Atlantic and fired four shots, barely missing the 74-foot scalloper, *The Friars,* skippered by Capt. John Aanensen.

The attack occurred when the fishermen, shrouded in a dense fog, were dredging for scallops on a 300-foot shoal.

After firing the sub became silent. Capt. Aanensen ordered crew members to don their lifebelts while he headed the scalloper away. The crew believed the sub was close because of the glare from the guns during the firing. After deciding the submarine had left the vicinity, the boat returned to the same area and encountered nothing more during the trip.

"Little David" Hooks a Sub

The 38-foot *Little David* of Martha's Vineyard, Capt. Paul Campbell, hooked on to a submarine, U. S. variety, last month off Montauk Point. She was towing when the otter trawl fouled. The vessel was spun around in a lively fashion and hove down till one rail went under. The towing cables parted and the net disappeared.

As the craft lurched free, there was a loud whoosh and up from the depths off the port side a smoke bomb shot into the air and splashed back into the water. A few minutes later, a submarine surfaced about a quarter mile astern.

Dealers Absorb High Ice Cost

While fishermen are apparently being adequately supplied with ice, it is necessary to truck in a large part of the requirements. Dealers say they have taken a "terrific beating" selling ice to the boats at $5.50 a ton, OPA ceiling, whether ice is manufactured here or trucked in, even from as far as Philadelphia. They are paying $10 to $12 a ton having it trucked in.

The shortage was expected to remain acute for another month, or until cool weather sets in.

Varieties With Big Day's Landings

A total of 8,750 gallons of scallops was landed on August 19, by seven scallopers, one of the largest amounts of the season.

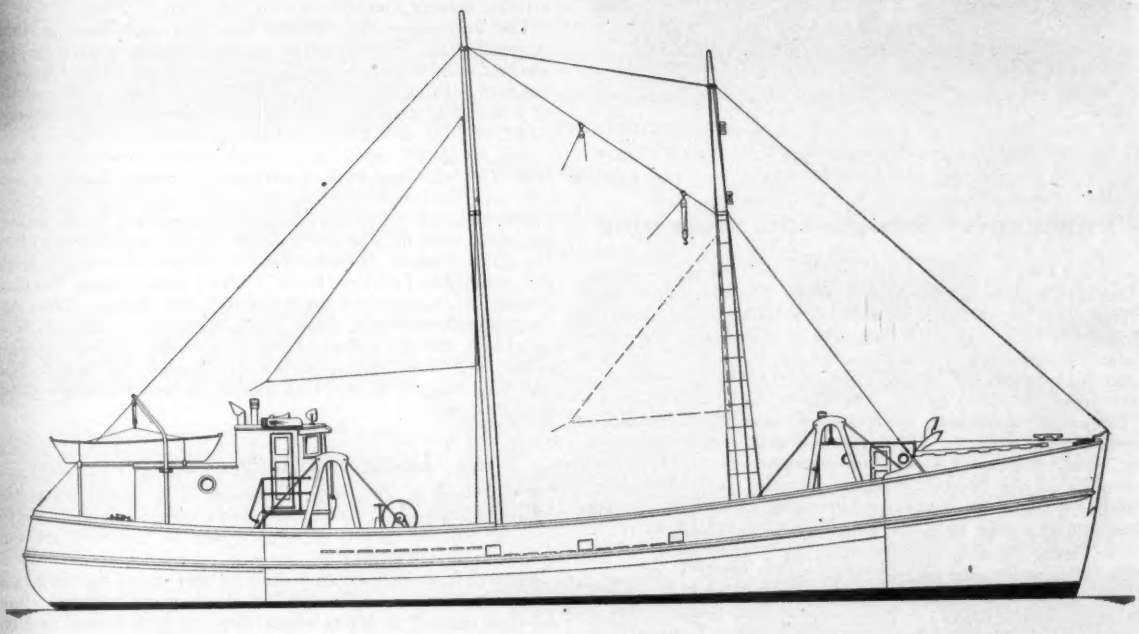
The season's record one-day landings of swordfish was made the middle of last month when 93 fish were discharged by nine boats.

Recent landings of fluke have been heavy, with a total of 16,900 pounds brought in August 29, which sold for 17¼ cents per pound. The *Liberty* recently landed a 150-lb. sturgeon which brought 20 cents per pound.

Embargo on Black Market Fish Voted

The New Bedford Fillet Dealers Association recently placed a positive embargo on black market fish dealings by advising all primary fish wholesalers in the port that no member of the association would pay more than ceiling prices for any fish purchased. A reported flagrant black market in yellowtails, scallops and swordfish, has been investigated by OPA the last two months.

RAILWAY ACCOMMODATIONS FOR ANY SIZE WOODEN FISHING BOAT



Complete Plans and Estimates Available At Camden for 65, 75, 85 and 95′ Draggers

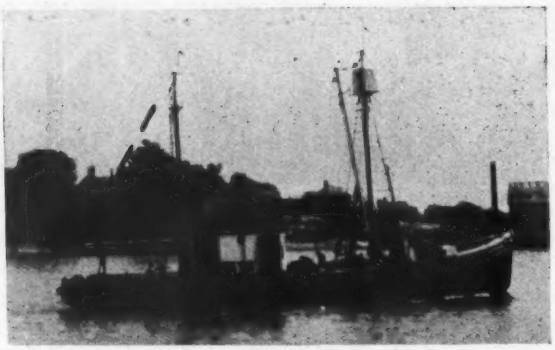
ARMY E NAVY

Building 20,000 tons of wooden fighting ships

CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

CAMDEN, MAINE

The Largest Wooden Shipbuilding Yard in New England



The "Saint Ann", 73.6 x 18.6 x 8.0, Capt. Leo Favaloro, Gloucester, Mass., is powered with a 175-195 hp. Wolverine Diesel engine.

"Progressive" Straight-Line Processing

(Continued from page 23)

which they drop to the storage bin below. The drag-line is made with a chain on each side, and 24" x 6" high flights across at 2' intervals. The line is 35' long and is placed at a 45 degree angle.

Before entering the scaling machine, the fish go through a wash tank.

The scaling machine is 4' in diameter and 20' long, and is operated at 21 rpm. by a 5 hp. motor with parallel reduction gear. The scaler has a screw adjustment on the feed end, and is hinged on the opposite end, so that the entire scaling assembly including the motor, can be raised to give the proper angle for governing the time the fish remain in the scaler.

From the scaler the fish drop onto a conveyor which carries them down to the cutting table on the first floor.

The cutting table is 64' long, and has space for 20 cutters on either side. Instead of being picked individually from a moving belt as cut, the fish are periodically plowed by portable plows placed against uprights into a scooped trough in front of the worker. The cutting boards are of sliding design which makes possible adjustable spacing to accommodate the number of cutters necessary for a particular size of fish. In the space between the boards there is an opening into a chute that deposits the gurry on a return belt under the cutting table. Numbered metal boxes, 12 x 18 x 8", in which the fillets are placed by the cutters, are hung on a movable slide bracket at the edge of the cutting table. When the boxes are filled, they are placed on the top belt, which is directly over the incoming fish belt, to be carried to the end of the table, where a roller gravity conveyor, made of wooden rollers with stainless steel shafts and bronze bearings, takes them to platform scales.

Between the cutting and candling tables there is an auxiliary wash tank where fish from storage barrels can be dumped and carried up to the candling table for cutting operations if desired. From this point there is a continuous belt over the candling and packing tables.

After the fillets are weighed, they are emptied onto a belt running under the through belt over the candling table, from which the workers periodically plow off the fillets which drop 4" onto a wide, flat surface in front of them. Here the fillets are examined over lighted glass, and undesirable portions of the fillet are trimmed. The trimmed fillets are then dropped through an inner chute to a belt which carries them to the briner. The return section of this belt, carries the trimmings which are deposited through an outer chute.

The outer side of the fillet chute is hinged in 6' sections to permit cleaning out of fish particles and repairing of lights. The outer trimming chute is removable, and there is one of these chutes for every 2 workers. Fifteen to twenty workers can operate on either side of the candling table, which is 36' long. If desired, this table can be used for cutting by placing the cutting boards over the glass candling sections.

As the fillets come off the belt of the candling table they drop through a chute into the brining tank, from which they are carried by another belt to the 15 ft. packing table. From this belt, the fillets are scraped off by hand into a gutter trough, the outside edge of which is slightly higher than the packing box so that the fillets can easily be scraped into the box. After the boxes are filled, they are placed on the top belt which comes from the feed end of the candling table, and which carries them to another set of scales at the end of the packing table. After being weighed, the boxes are placed on a roller conveyor which carries them to the wiring machine, after which they are ready for the fresh shipment or freezing.

The gurry from the cutting and trimming operations is discharged on a right angle belt, which carries it to a conveyor outside the building which extends for a distance of 120 ft. to a truck loading hopper.

The Progressive Fish Wharf, Inc., was established in 1929, at which time it employed 6 people. Today, it employs 150 workers, 125 of whom are in the new plant. The Company has been filleting fish for 4 years. While it handles all varieties of fish which come into Gloucester, it specializes in the processing of fresh and frozen rosefish, whiting and mackerel.

The Company operates a vessel supply business, handling New Bedford Cordage, Linen Thread Co. nets, Roebling wire rope and Shell fuel and lubricating oils, and other products.

The Progressive Company is handling the catch of the following boats, some of which its members have ownership in: *Helen M.*, Capt. Andrew Decker; *Grace F.*, Capt. Charles Silva; *St. Ann*, Capt. Leo Favaloro; *Carlo & Vince*, Capt. Bennie Favazza; *Natalie III*, Capt. Anthony Linquata; *Eva Martin*, Capt. Anthony Favaloro; *Casco*, Capt. Tony Bertolino; *Calista D. Morrill*, Capt. Battiste Lafata; *Ethel Huff*, Capt. Nofrio Demitri; *Little Joe*, Capt. Sebastian Scola; *Elizabeth A.*, Capt. Vito Lochrico; *Marsala*, Capt. Frank Giacalone; and *Moonlight*, Capt. Gene Marino.

Long Island Surf Clams

THE firm of Hogstrom & Doxsee is now operating two surf clam shucking plants, one in Freeport and the other at Point Lookout. The principals of this firm are Gus Hogstrom and Bob Doxsee.

They have a fleet of boats catching surf clams for them and purchase the clams as landed and shuck them. All the clams are then shipped to Maine where they are both canned as clam chowder and some used as bait.

Jake Michael is using the entire production of one dragger. His shucking plant is located at Greenport and he sells in the fresh state several hundred gallons per week.

The Bluepoints Company of West Sayville is going to can surf clams. They were to be ready to operate by about September 15. As reported, this will be the first major shellfish canning plant on Long Island.

Shelter Island Buys Lewis Properties

Shelter Island Oyster Co. of Greenport, has purchased the H. J. Lewis Oyster Co. of Bridgeport, Conn. and its subsidiary the Modern Oyster Co. which it plans to operate individually without any change in set-up.

C. G. Celebrates 154th Anniversary

The one hundred and fifty-fourth anniversary of the U. S. Coast Guard was celebrated at Greenport recently by a surprise alert. The practice alert was a simulated marine disaster such as might occur at any busy waterfront town.

The oysterboat *Magician*, an imaginary excursion steamer, sailed from the Bluepoints Oyster Company plant in command of Capt. Chris Jensen. When the steamer reached the middle of the bay smoke bombs were set off.

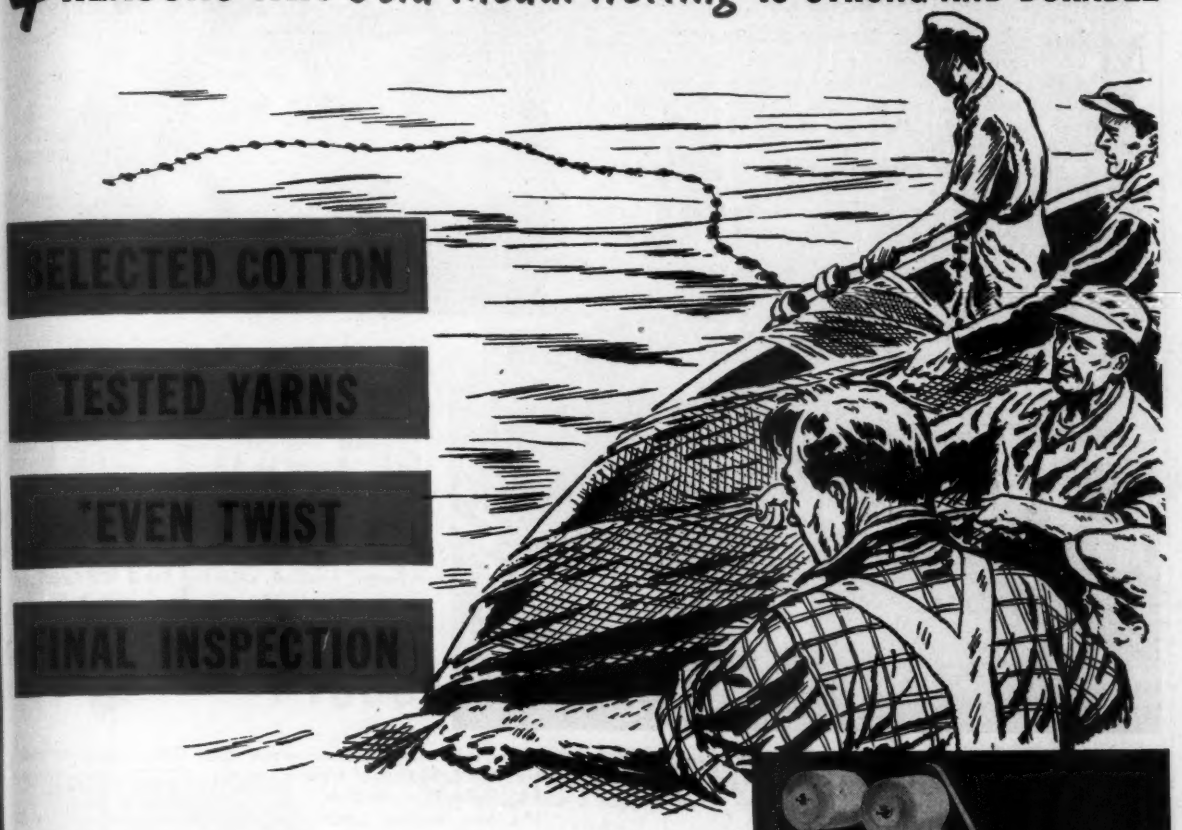
Fishery Council Activities

THE Fishery Council is working with the Saturday Evening Post on the idea of doing a story on Long Island oysters.

The Council is preparing recipe leaflets covering most varieties of fresh water fish, salt water fish and shell fish found in Fulton Market. Packets of leaflets will be issued to retailers, retail associations, Home Economic classes, Nutritionists, Dieticians, War Agencies and all departments featuring vital food information.

The Council is cooperating with the Emerson Yorke Studio in the preparation of a movie of Fulton Market, to be shown in South America as a contribution to the Good-Neighbor Policy.

4 REASONS WHY *Gold Medal Netting* IS STRONG AND DURABLE

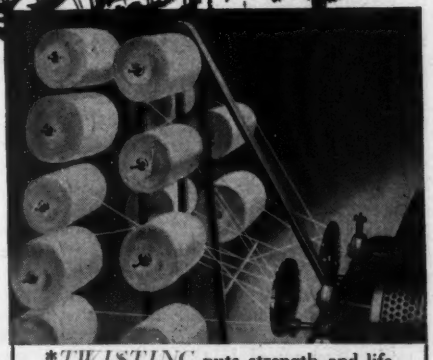


When you buy netting, you don't stop to check up on how the manufacturer makes it. All you're interested in is how well it will stand up in actual use. That's only common sense!

However, we thought you might like to know that Gold Medal Netting IS *better . . . stronger . . . more durable* for this reason! No other firm selling netting to fishermen makes its own netting twine, in its own mills, as we do. Therefore no other netting company controls the cotton selection, manufacture, testing and inspection of its product as thoroughly as we can.

The next time you need netting, remember that the name Gold Medal is your assurance of dependability.

BE SURE TO ORDER YOUR NETTING EARLY.



**TWISTING* puts strength and life in netting . . . provides webbing of proven dependability. Twine that is perfectly twisted and laid and made of selected cotton on modern machines, is one of the big reasons why you will always get top service and satisfaction out of Gold Medal Netting.

GOLD MEDAL—the greatest name in netting

The AMERICAN NET and TWINE Division
OF
THE LINEN THREAD CO., INC.

60 EAST 42nd STREET **NEW YORK 17, N. Y.**

Baltimore 3, Md. Boston 10, Mass. Chicago 10, Ill. San Francisco 5, Cal. Philadelphia 6, Pa. Gloucester, Mass.

Ranking of Great Lakes Fishing Ports

MICHIGAN lake ports rank well down the list of Great Lakes ports in amounts of commercial fish handled annually, according to the State Conservation Department.

The Department says that of the 17 leading lake ports with commercial interests Bay Port, on Saginaw Bay, ranked 8th and Bay City ranked 12th.

Those were the only two Michigan ports on the listing, while Ohio had nine cities on the list and Wisconsin five. The two Michigan ports handled 3,023,000 pounds of fish in a year, the nine Ohio ports 15,386,000 pounds and the five Wisconsin ports 8,151,000 pounds.

M. J. DeBoer, assistant chief of the fish division, attributed the higher rankings of Ohio to substantially better productivity of Lake Erie as a fishing area and Wisconsin's superiority to excellent fishing grounds around Green Bay. Port Clinton, Ohio, was the top fishing port of the Great Lakes, the Department said, with Erie, Pa., second, and Bayfield, Wis., third.

Above: Tom Coffey, Coffey Fish Co., Marinette, Wisconsin.

Left: Dock and plant of the Circle Fisheries Co., managed by Louis Courtney, Erie, Pa. At right: the Company's "Betty & Jean", which has been recently repowered with a Superior Diesel. The Company operates 5 boats, all of which are equipped with Starr gill nets.

Wisconsin Fish Harvest Holding Own

The Wisconsin fishing industry is holding its own, according to figures published by the State Conservation Department.

Fishermen operating in Green Bay, Lake Superior, and Lake Michigan last year took commercial fish species valued at $3,090,996.

The total harvest was 17,026,973 pounds, only slightly below the 17,127,581 pounds of all species taken the previous year.

The high yield of the last decade was recorded by fishermen in 1941, when they took nearly 19,000,000 pounds of fish.

A part of the decline of the last two years can be attributed to the lack of smelt during those years. The smelt has practically disappeared in Green Bay, for reasons which scientists have not yet been able to establish definitely.

Significant in the 1943 fish harvest record was the substantial increase in the take of perch, which ranks third in the list of commercial species in the Wisconsin fisheries. The fishermen last year took 2,617,967 pounds of perch, as against only 1,865,000 the previous years. Some authorities attribute the increase to stronger legal protection afforded the perch in recent years. The state has imposed an eight inch size limit on the fish.

The largest harvest was of herring, taken largely in Lake Superior. Fishermen caught and sold 5,459,728 pounds, a slight decrease from the previous year. The lake trout harvest was also down slightly, with a total of 3,441,485 pounds recorded. Because of its higher sales value, the lake trout is the most important fish taken in Wisconsin waters.

Notable is the fact that carp and suckers, commonly accounted "rough fish" are important in the economic returns of state fisheries. Fishermen took 2,500,000 pounds of the two species last year. The chub harvest in 1943 was somewhat above that of 1942. Some 20 other species of fish were taken.

Chicago Market

Receipts of fresh and frozen fishery products at the Chicago Market for the week ending Saturday, September 2, totaled 1,167,000 pounds, the drop in shellfish not quite offset by small gains in fresh-water and salt-water fish. The respective totals were 600,000 pounds of fresh-water fish, 373,000 salt-water and 194,000 pounds of shellfish.

The four leading species, in poundage, accounted for 51 percent of the total receipts. They were halibut 227,000 pounds (40,000 frozen), shrimp 171,000 (77,000 frozen), lake trout 107,000 and yellow pike 96,000 pounds. These were followed by whitefish 78,000, lake herring 68,000, unclassified salmon 63,000 (59,000 frozen) and carp 55,000 pounds.

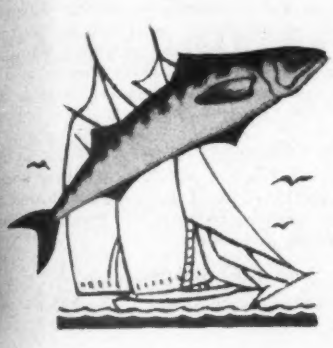
Boston Landings for August

(Hailing fares. Figure after name indicates number of trips.)

Acme (6)	104,900	Mary & Jennie (5)	77,000
Adventure (4)	342,000	Mary W. (4)	157,000
Alden (3)	123,000	Naomi Bruce III (1)	25,000
America (1)	42,000	Natale III (3)	122,000
American Eagle (2)	69,000	Neptune (1)	10,400
Angie & Florence (4)	138,000	Newton (3)	389,200
Annie (7)	75,600	Njorth (1)	20,000
Annie & Josie (4)	58,100	North Star (1)	30,000
Beatrice & Rose (4)	170,000	Plymouth (1)	130,300
Belmont (2)	414,500	Poseidon (1)	8,000
Bethulia (1)	50,000	Princess (5)	76,600
Bettina (3)	225,200	Quincy (4)	374,800
Billow (3)	491,000	Ripple (3)	416,000
Breaker (4)	463,500	Robert & Edwin (1)	13,200
Breeze (3)	443,700	Roma (4)	74,800
Brookline (2)	209,000	Rose & Lucy (2)	100,000
Cambridge (3)	474,800	Rosemarie (5)	208,000
Capt. Drum (2)	72,000	Rosie (3)	60,800
Carlo & Vince (2)	73,000	Rosie & Gracie (2)	63,000
Cormorant (3)	439,400	St. Ann (7)	296,000
Dorchester (2)	159,500	St. Anna (1)	8,300
Eva II (4)	58,500	St. Teresa (1)	50,000
Fabia (2)	249,500	Salvator (4)	52,500
Famiglia (6)	212,000	Santa Maria (4)	200,000
Fannie F. Hickey (5)	92,400	Sarah M. (2)	3,600
Flow (2)	224,000	Sea (3)	441,000
Frances C. Denehy (2)	133,500	Serafina N. (2)	90,000
Gertrude Parker (3)	123,000	Serafina II (2)	74,000
Gossoon (4)	258,000	Shamrock(2)	60,000
Jackie B. (2)	87,000	Spray (2)	172,500
J. B. Junior II (1)	11,500	Squantum (3)	129,200
Jennie & Julia (1)	50,000	Superior (3)	103,000
Josie M. (2)	35,700	Theresa R. (2)	116,200
Lark (line trawler) (3)	261,000	Thomas D. (2)	185,000
Lark (otter trawler) (3)	547,700	Thomas Whalen (4)	422,100
Leonarda (5)	50,300	Three Sisters (1)	50,000
Lillian & Anna S. (1)	8,800	Two Pals (1)	5,300
Linta (2)	83,000	Weymouth (4)	379,000
Maine (4)	448,000	Wm. J. O'Brien (3)	550,800
Maristella (3)	320,000	Winthrop (3)	367,000
Marjorie Parker (3)	169,000		

Swordfish Landings (Landings in Number of Fish)

Gertrude DeCosta (1)	90	Marjorie Parker (3)	4



The First Fish Processing Plant with Complete Straight-Line Production

Producing Finer Quality

"PROGRESSIVE"
BRAND
FILLETS
of All Varieties
Fresh and Frosted

Fish are filleted and packed the same day the boat brings them in. From unloading to packing in boxes, the fish are on conveyors continuously, making fresher, better fillets with minimum handling.

PROGRESSIVE FISH WHARF, INC.

Frank Favaloro
President

88 Commercial Street
GLOUCESTER, MASS.

Leonard Linquata
Treasurer

Maryland Studying Oyster Industry

CURRENTLY, there is being widely debated by Maryland conservation leaders, and by men in the industry, the problem of best procedures, best practices or the wisest possible management policy to restore the oyster industry in a fuller measure for the advancement of the economic and social well-being of the people of Tidewater Maryland.

Dr. R. V. Truitt says: "The folks directly affected, the watermen themselves, should join the discussion, develop the thesis and from it assure for themselves and the citizens of Maryland the wisest possible use of the Bay's potentialities."

Research has shown that Chesapeake waters have not changed materially and that potentially they should be producing, say, 12,000,000 bushels of oysters annually. Actually less than 3,000,000 bushels are now being harvested.

Crabs More Plentiful During August

Crabs were more plentiful during August, and the prices remained the highest ever known. A number of crabbers now firm up and shed their own crabs. On Smith's Island some of these crabbers made $100 a week, and when they divide up at the end of the season they will have $1,000 apiece.

Crabbing is allowed in the Maryland waters of the Chesapeake Bay until November 1, but if the water gets cold there will be no more soft crabs, as crabs will not shed in cold water.

Menhaden and Rock

Maryland fishermen have caught large quantities of menhaden, and they have a ready sale. Usually haul seiners throw this species overboard, but this season they bring prices that make them a valuable asset to the fishermen.

Haul seiners made the largest catch of rock fish reported during the season the first of August in the upper Chesapeake Bay off Rock Hall, when they are reported to have landed 4 tons of fish. They were sold to a wholesale buyer at prices which netted members of the crew a good sum of money for their day's work.

Shad and Yellow Perch Hatched

A total of 9,717,466 shad and 141,122,000 yellow perch were hatched in the fish hatcheries of the State of Maryland during the 1944 season, according to a report of the Department of Research and Education released by the Tidewater Fisheries.

The shad were hatched from a total of 50,414,000 eggs collected at the Chester River, Choptank River and Susquehanna area hatcheries, according to David H. Wallace of the Tidewater Fisheries Commission. The Chester River hatchery, with a 60% efficiency, hatched 932,400 shad fry from 1,554,000 eggs; while at Choptank, also 60% efficiency, 1,394,400 fry were hatched from 2,324,000 eggs.

However, the Susquehanna area hatchery, Mr. Wallace said, hatched only 4,653,600 fry from 46,536,000 eggs, or an efficiency of only 10%. A study of the conditions at the hatchery, where pollution of the water is a destructive factor, is now being made by Ralph C. Hammer, Biological Laboratory, and recommendations will be made shortly for correcting the situation.

Maryland Catch Record System Improved

An improved system of catch recording has been instituted for the fisheries of Maryland co-operatively by the Maryland Department of Tidewater Fisheries, the Maryland Department of Research and Education, and the Fish and Wildlife Service.

With the new system, it will be possible to quickly determine the catch by month, gear, water, county, or species or any combination of these data. The system will also provide information on the condition of the fishery resources which can be used as the foundation for maintaining and increasing the yield of fish in Maryland waters.

Capt. Robert A. Landon

Capt. Robert A. Landon, 77, one of Crisfield's best known watermen, died on August 13. Capt. Landon had followed the water for most of his life, and in past years was regarded as one of the most efficient crabbers in Crisfield.

Capt. John Riley Bunting

Capt. John Riley Bunting, 72, of Ocean City, Md., a deep sea sailor and fisherman, died at Ocean City on August 3.

Virginia Crabbing Season Has Yielded Well

THE crabbing season in Tangier waters is drawing to an end for those preparing to tong in the Potomac River this Fall. Most of the hand-netters will remain until October, when the peeler season is over for the year. Hand-netters, however, are now catching more crabs than at any other time since the first of May. One man recently caught 750 peelers in one day's crabbing and sold them for 4 cents apiece.

The crabbers on the island never realized so much money for their labor as they have this season. Hard crabs have been selling at $8 a barrel.

Capt. Ira Eskridge, of Tangier Island, is conducting an extensive crab pound business and is one of the largest handlers of crabs on the island. Capt. Eskridge runs both soft and hard crabs to Crisfield where he sells to the packers.

Making Scrape Bags for Crabbers

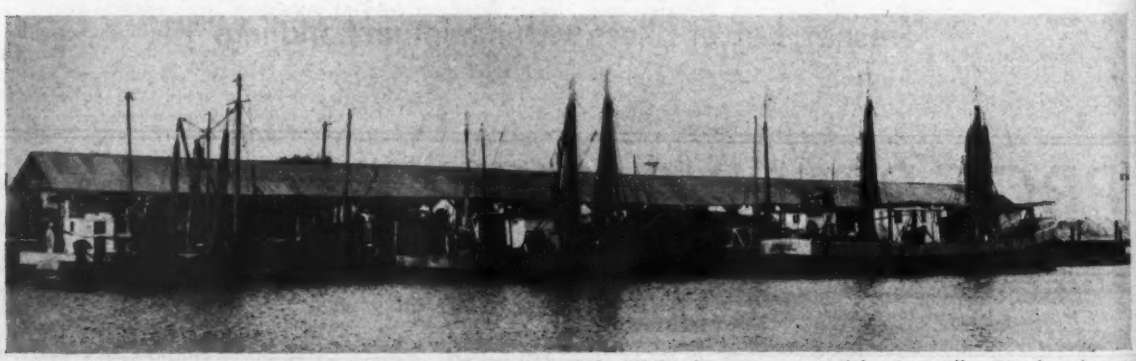
Capt. Milton Marshal of Tangier has up to date made 600 scrape bags for the firm of Williams and Wheatly. He averages about 8 bags a day. Williams and Wheatly sell these bags not only to Tangier crabbers but to many crabbers on the Eastern shore of Virginia.

Spot Appearing in Chesapeake Bay

Spot for gillers are appearing earlier than usual in the Chesapeake Bay. Recently several Tangier gillers went out on the nearby fishing grounds to try their luck. One of them, Capt. Wess Crockett, with a gill net of about 60 yards, caught 200 big spot.

Norfolk Area Landings

Norfolk area landings for the month of August totalled 2,572,000 lbs., or a decrease of 127,000 lbs. from July landings, and a drop of 1,096,000 lbs. from August of last year. Croakers accounted for more than 75% of the total landings with a catch of 1,969,000 lbs., followed by gray sea trout with 324,000 lbs. and spot with 102,000 lbs. All the landings were from pound nets.



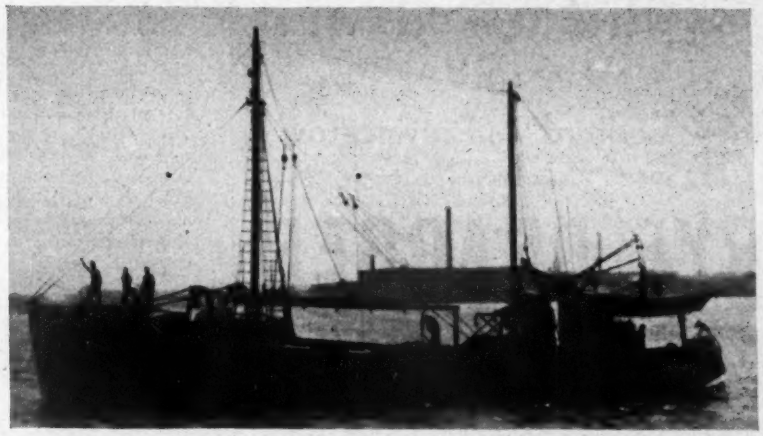
Fleet of fishing boats owned by C. P. Cropper, Ocean City, Md. All five boats are powered by Caterpillar Diesel engines.

CATHERINE T.

New Nantucket Dragger

Powered By

WOLVERINE



The new 87 ft. dragger "Catherine T.", owned by Eugene M. Perry and Stanley B. Butler is one of the largest and finest vessels to join the Nantucket fleet. Included in her full complement of modern dragger equipment is a 220 hp., 6 cylinder, 9¼ x 14 Wolverine Diesel.

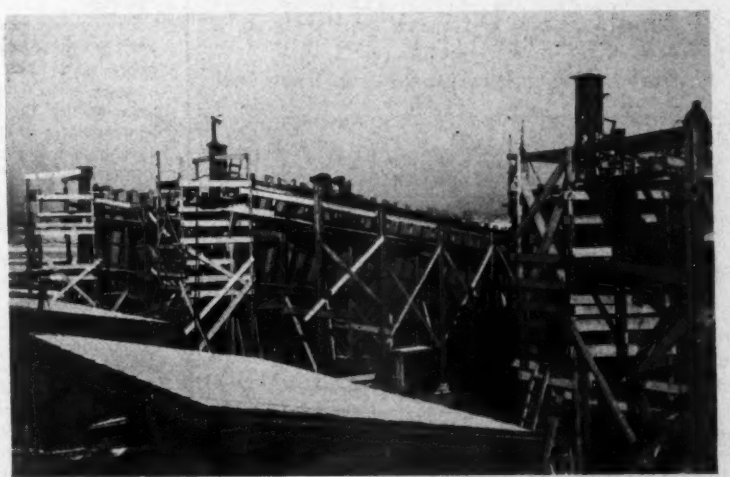
The vessel's skipper, Capt. Tobias Flemming, knows Wolverines, having operated Perry's Wolverine-equipped "Anna C. Perry" for 11 years. Says he, "The Wolverine is a very good motor".

Capt. Flemming is one of many owners and operators who report successful experience with Wolverine Diesels. It's because Wolverines are built to stand up, year after year, with trouble-free, economical, reliable performance.

WOLVERINE MOTOR WORKS, INC.

Union Avenue, Bridgeport, Connecticut

We Can Give You Quick Delivery on Fishing and Commercial Vessels — *Act Now!*



We have materials, facilities, personnel and experience to insure prospective fishing boat owners speedy and efficient delivery on new construction.

Call or Write Now to

Northeast Shipbuilding Company

100 River Street **QUINCY, MASS.** **Tel. PREsident 8651**

River Street Yard, Quincy — Edison Park Yard, Quincy — Scituate Yacht Yard, Scituate

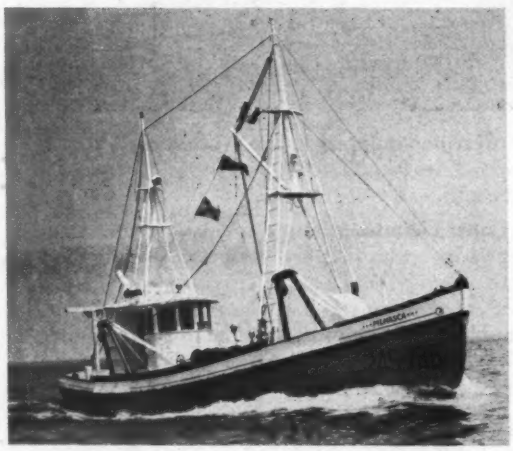
The Whole Town Is Talking:

'SPECIALLY

New Bedford and Provincetown

about the *New*

RYE DRAGGER



"Pilhasca"—Owners, Capt. Francis Captiva and Capt. John Hall, of Provincetown, Mass.

- **Designed for Speed and Large Pay Loads**
- **Extra Heavy Construction**
- **Ample Space On Deck and Below**
- **Main Power Plant and Auxiliary Installations Properly Engineered**
- **Electrical Installations Completely Waterproof**
- **Prompt Delivery, Ready to Fish**

3 MARINE RAILWAYS

WM. EDGAR JOHN & ASSOCIATES
INCORPORATED
SHIPBUILDERS and ENGINEERS
MILTON POINT RYE NEW YORK

Main Engine Maintenance

(Continued from page 20)

It will help, but nothing will help like a new truly round cylinder bore.

Gear teeth take a lot of punishment in the course of many years of service, for it is not always possible to ease the gears into mesh, as in suddenly throwing in the clutch in quick emergency. If the pinion or shaft is out of line from wear in the bearing, extremely severe pressures are thrown onto gear teeth. Metal fatigues and back-lash can occur from wear, and sudden strains may make a gear look like little Johnny when his first teeth begin to come out. When you hear that howl or grind in the gears it is a signal that there is trouble. Better still, look over the gear train before it howls at you. Back-lash and worn gears in a camshaft drive, for instance, can cause all sorts of trouble, as those cams must work exactly on schedule.

Loose valve guides, or rather the valve stem working sloppily in worn valve guides, can cause the loss of plenty of lube oil which passes up from the oiled push rod space into the valve ports and is lost.

Electrical System

Deterioration can occur in the insulation of the electric motors and wires. When subject to excessive heat, deterioration of the cotton and rubber material is likely to take place. We say "excessive" heat because the insulation is supposed to withstand the normal heat generated in an electric motor, but overload and location close to a boiler or very hot machinery may increase this heat too much. The ventilating system of the motor can be assisted by diverting some cool air from a ventilator, without getting rain or spray through the ventilator onto the motor.

Electric wires and cable don't last forever and probably you don't need to be reminded of that fact. Often they chafe against some metal which works through the insulation and causes trouble. Keep electric wires, cable, contacts, in short, everything electrical, out of the bottom of the boat where water or moisture can damage or short it. We were just told by one owner how a sea came down the deck, into the hatch and his engine immediately "konked out", just quit. He found (it was a new boat with which he had not become acquainted yet) to his dismay that the main switch was located directly below the hatch mounted on the engine bed.

If you have an electric ignition on your engine take care of spark plugs. Keep the points clean and with the right gap. Dirty distributor points will stick. Check the sticking of distributor points by the ammeter, as the hand will remain steady if the points stick and not jump back and forth as in normal operation.

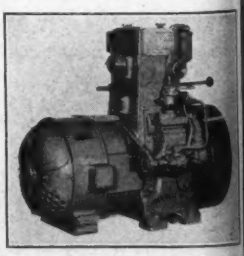
Engines which do not have closed fresh water cooling systems, but take the cooling water from the sea and pass it through the engine water jackets are likely to have these water jackets partly clogged with sediment, mud, etc., caked on by the heat, thus reducing the efficiency of the cooling. This is especially so if the boat operates in shallow water much. It is a good thing to look into these water jackets and discover how much of the bottom of the bay you are carrying around. Then get it out.

Lister "Double Feature" Bulletins

A NEW series of "double feature" bulletins covering their latest Marine Diesel products, is announced by Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee 14, Wis.

This series is expected to be of special interest to shipyards, naval architects and designers. In addition to giving descriptive data, they embody detailed scale drawings which may be placed beneath layout tracings to show exactly how the equipment fits into the engine-room layout .

The bulletins cover latest design Marine Diesel engines, compact Diesel generator sets and combination auxiliaries with generator, air compressor and bilge pump. They may be obtained by writing to the manufacturer.



5 Kw., Model CD generator set—described in first bulletin of series.

Danforth Holds Off-Shore in North-Easter

"Last year we had our 40-ft. trawler Marathon equipped with a 43-lb. Danforth Anchor. In September one of our captains made a trip to fishing grounds off the Georgia Coast. The second day out however, a north-easter struck with such force that it was out of the question to consider getting ashore. The skipper anchored seven miles off Sapelo Island. The Marathon wallowed in the high gale. She trembled and bucked in the night. This gave the Danforth a good tryout under the most trying conditions. It caught—and held. The Captain swore in astonishment. 'I wouldn't take ten thousand dollars for that Danforth,' was his significant comment when he reached port after the storm."

Wm. Brooks, *President*
BROOKS CANNING CO.

YOU'LL LIKE DANFORTH ANCHORS . . . BECAUSE

- More holding power for its size and weight . . . easier to handle.
- No Stocks or hinges to unfold.
- Digs in fast . . . buries itself completely.
- Non-fouling . . . no parts projecting above ground.
- Stows flat or in hawse pipes.

Danforth Anchors protected by U. S. and Foreign Patents

BUY WAR BONDS

For folder with Danforth size recommendations, write:

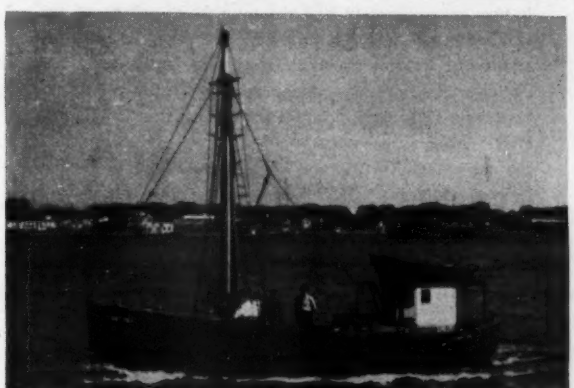
R. S. DANFORTH
2121 Allston Way • Berkeley 4, Calif.

Lathrop

Diesel and Gasoline Engines

Give Fishermen

Low Maintenance Cost



The 50 ft. "Santina", owned by Capt. Antone Pauline of New Bedford, Mass. Powered with a 65 hp. Lathrop engine.

The 33 ft. "Alice R.", owned by Capt. John Rego of New Bedford, Mass. Powered with a 40 hp. Lathrop engine.

Lathrop engines have long had a reputation for being inexpensive to maintain. Repairs are negligible even on engines that have seen years of service. Such low up-keep is possible because every part that goes into a Lathrop is of highest quality, precisely engineered. Rugged, simplified construction contributes to trouble-free operation. Such low maintenance cost, together with real fuel or gasoline economy, make the Lathrop engine your best bet for a new engine.

Get full facts, without obligation, by writing today for latest Bulletin.

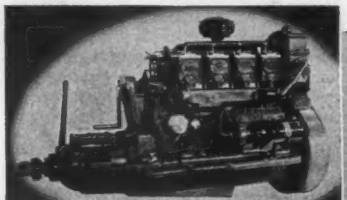
Marine Engine Builders Exclusively for 47 Years

THE LATHROP ENGINE CO.
MYSTIC, CONNECTICUT

USES HALF AS MUCH AT HALF THE PRICE

IF you are still running a gasoline engine, you cannot afford to overlook the advantages of a Palmer Diesel. It uses approximately half the number of gallons of fuel at about half the price per gallon so that it costs just about one quarter as much as gasoline operation. You can check these figures anywhere. The commercial boatman who runs 2500 hours per year can pay for a new Diesel within two years from fuel savings alone. Add the advantages of reduced fire hazard and lower insurance and there's little more need be said. The Palmer Diesel is especially desirable to the commercial boatman. Let us send you particulars.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary

RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.

PALMER
DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

Roach Joins Columbian Bronze

CHARLES D. ROACH, naval architect and marine engineer from Fort Lauderdale, Florida, has become associated with Columbian Bronze Corporation, Freeport, N. Y. A graduate of the University of Michigan, Mr. Roach is engaging in design and development work at Columbian.

Specializing in high speed hull design and high speed propellers for all types of craft, Mr. Roach collaborated with Dair N. Long, west coast naval architect, on the design of the notably successful aircraft rescue boats, which were built by the Miami Shipbuilding Corp. for the U. S. Navy.

Recently his propeller designs were accepted as standard equipment on aircraft rescue boats for the U. S. Army. Previous to the establishment of his own business in Fort Lauderdale, Mr. Roach was vice-president and general manager of Dooley's Basin and Drydock in that city.

New Bedford Landings for August

(Hailing fares. Figure after name indicates number of trips.)

Abram H. (1)	11,000	Kelbarsam (2)	47,000
Addie Mae (1)	4,000	Liberty (4)	35,100
Alma Belle (3)	62,000	Lt. Thomas Minor (3)	70,000
Alva (2)	11,000	Little David (1)	6,500
Alva & Estelle (1)	5,000	Little Growler (2)	134,000
Anastasia E. (1)	27,000	Madame X (2)	17,000
Angeline (2)	6,200	Madeline (4)	32,000
Anna C. (1)	2,000	Mandalay (1)	7,000
Anna M. (3)	67,500	Marie & Eleanor (3)	58,000
Ann & Marie (4)	34,000	Marie & Katherine (2)	39,000
Annie M. Jackson (1)	8,500	Marion M. (1)	21,000
Arnold (2)	39,000	Martha E. Murley (4)	100,000
Barbara (2)	32,000	Mary Ellen (3)	84,000
Barbara Tee (2)	20,200	Mary M. (1)	22,000
Bernice (2)	12,500	Mary Tapper (3)	122,000
Bozo (1)	4,000	Meta & Margaret (2)	67,000
Cape Ann (3)	136,000	Minnie V. (2)	40,000
Carl J. (1)	10,000	Mishaum (3)	38,000
Carol & Dennis (2)	34,600	Morning Star (1)	6,100
Carolyn & Gary (1)	8,000	Nashawena (4)	68,000
Catherine T. (3)	176,000	Nellie (4)	44,700
Charles E. Beckman (3)	67,000	New Bedford (1)	42,500
Christina J. (3)	133,000	Newfoundland (3)	167,000
Clifton (2)	4,000	Njorth (1)	20,000
Clinton (2)	37,000	Noah A. (3)	32,100
Connie F. (2)	33,500	Nobadeer (3)	19,800
Dagmar (4)	138,000	Novelty (2)	9,000
Dolly & David (2)	11,000	Palmers Island (1)	2,000
Doris (4)	38,000	Pearl Harbor (2)	130,000
Doris Gertrude (1)	30,000	Pelican (2)	130,000
Dorothy (2)	9,500	Penguin (3)	65,000
Ebeneezer (2)	13,000	Plimpton (1)	26,000
E-C (4)	36,500	Polly N. (2)	6,400
Eclipse (3)	14,500	Portugal (1)	17,000
Edith (4)	74,000	Priscilla (4)	29,400
Elenore K. (2)	10,000	Quest (2)	15,900
Ella (2)	31,200	Ranger (1)	7,500
Elva (2)	9,200	R. E. Ashley (4)	169,000
Elva & Estelle (1)	43,000	Richard & Arnold (4)	56,000
Endeavor (4)	30,500	Rita (2)	25,000
E. S. Dickerson (3)	62,000	Rosalie F. (3)	132,400
Etta K. (3)	67,600	Rose Jarvis (3)	38,500
Etta M. (1)	20,000	Roswell P. (2)	10,500
Eunice Lilian (3)	127,000	Russell S. (5)	71,400
Fan & Mary (1)	9,000	St. Anthony (4)	79,000
F. J. Manta (1)	6,000	St. George (4)	7,600
Flavia (3)	39,500	Sankaty Head (5)	61,500
Fred Henry (2)	23,000	Santa Maria (1)	53,000
Gay Head (3)	65,000	Sea Buddy (1)	2,000
Genevieve D. (1)	6,500	Sea Hawk (4)	117,000
Gloucester (1)	50,000	Sea Ranger (1)	61,500
Grayling (1)	800	Serafina (3)	35,500
Greyhound (1)	5,000	Serina II (4)	104,000
Growler (3)	162,500	Shipmate (4)	4,400
Hazel Jackson (1)	15,000	Skilligolee (1)	55,500
Hazel S. (4)	72,000	S. M. Murtosa (2)	51,000
Heedia (2)	23,000	Stanley B. Butler (2)	129,900
H. M. Jackson (2)	10,000	Stonington (1)	12,000
Hope (1)	20,000	Swordfish II (1)	6,000
Huntington Sanford (1)	12,000	Tip Top (3)	42,000
Irene & Walter (2)	29,500	Trio (4)	70,000
Ivanhoe (2)	81,500	Two Brothers (4)	42,000
Jennie & Julia (1)	13,000	Viking (3)	171,000
J. Henry Smith (2)	12,500	Viking, N. J. (1)	60,000
Joan & Ursula (3)	162,000	Whaler (3)	149,000
Johnny Boy (4)	65,400	William Chesebro (4)	42,000

The New "Progressive" Fillet Plant

An Outstanding Example of a

BELLAMY-DESIGNED

Fish Processing Plant

Utilizing the most modern Bellamy-engineered fish handling machinery, this Gloucester filleting plant of the Progressive Fish Wharf, Inc., is equipped with a single, straight-line layout, which carries any kind of fish in continuous operation from the boat to shipping boxes.

BELLAMY ENGINEERING COMPANY

FISH HANDLING MACHINERY

Material Handling, Labor Saving Equipment, Mechanical Power Transmission

302 Walnut Street **Tel. Bigelow 7449** **Newtonville 60, Mass.**

J. A. Bascle, Jr., recently appointed district manager for Mack engines in Louisiana, Mississippi and Southern Alabama. Since 1941 Mr. Bascle has served the Company as a salesman for Mack marine engines in the New Orleans territory, in which capacity he established the New Orleans branch as one of Mack's leading marine engine outlets. He is an active member of the New Orleans Power Boat Association.

New Bedford Scallop Draggers (Landings in Gallons)

Acushnet (2)	2,350	Malvina B. (2)	2,500
Agda (2)	1,900	Mary D'Eon (2)	2,450
Antonio (2)	3,000	Muriel & Russell (1)	1,300
Bobby & Harvey (2)	2,500	New Dawn (2)	2,800
Carol & Estelle (2)	3,000	Olive Williams (2)	2,850
Catherine & Mary (2)	3,000	Palestine (2)	3,000
Dagny (2)	2,150	Ramona (2)	2,600
Emily H. (1)	1,300	Sunapee (1)	1,500
Four Sisters (2)	2,215	The Friars (2)	2,400
Friendship (2)	3,000	Viking (2)	3,000
Irene & Mabel (2)	2,350	Virginia & Joan (2)	2,700
Liboria C. (2)	2,200	Winifred Martin (2)	1,000
Louis Thebaud (2)	2,150		

Swordfish Landings (Landings in Number of Fish)

Alice May (2)	23	Irene & Walter (1)	1
Alva (1)	4	J. Henry Smith (1)	1
Anna C. (1)	1	Marquette (4)	28
Bernice (1)	2	Natator (1)	12
Bessie (1)	5	Nobadeer (1)	1
Bethlehem (2)	25	Nora (2)	39
Bozo (1)	11	Priscilla (Chilmark) (2)	16
Clara T. (3)	21	Ronald & Dorothy (2)	33
Dorothy & Everett (1)	11	Santina (3)	56
Eclipse (1)	2	Sevenovous (1)	7
Fred Henry (1)	1	Sun Ray (1)	1
Grayling (3)	16	Two Brothers (2)	9
Harold (2)	4	Wanderer (2)	20
Hiram II (3)	37	Winifred M. (3)	36
Idlewild II (2)	45		

The "GULL" of Bar Harbor

"A Lot of Boat" Packed into a 40-Foot Fully Equipped Dragger With 20,000 lbs. Capacity

WEBBER'S COVE BOAT YARD

EAST BLUE HILL, MAINE

Maurice L. Cousins, Proprietor

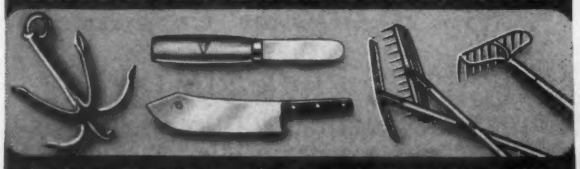
Part of the secret of the quality unfailingly found in all Briddell tools is—*proper tempering.*

Photo shows Aden Howard, one of four Howard brothers at Briddell's, practicing steel-tempering the way he learned it from a master craftsman, Founder Charlie Briddell. At the 100% proper moment Aden will remove his blades from the fire and immerse them in the just-right bath of tempering oil.

At every point in production the same craftsman's care prevails; efficiency, long wear, economy must be built into every tool. We never forget that our tools are for folks who will use them to make their living.

Flag awarded Jan. 4, 1944 • Star awarded June 24, 1944

CHAS. D. BRIDDELL, INC.



Crisfield, Maryland • Craftsmen in Metal since 1895

New Brunswick "August Darks" Fail to Bring Herring

By C. A. Dixon

THE "August Darks" failed to bring with them the anticipated general strike of sardine herring, but a few sections of southern New Brunswick realized pretty good fishing when the tides came on, particularly the weirs located along the back of Campobello Island. At Racoon Cove, where one of Charlotte County's high ranking herring seiners, Freeman Newman and his crew operate an enclosure, it was reported that catches ranging from 50 to 270 hogsheads of sardines were made some days during August. With sardines selling at $16.50 a hogshead it does not require much mental calculation to determine just how profitable has been the work of those engaged.

In addition to catches being made at Campobello, Grand Manan netters and other fishermen have been doing pretty well. Not so many fish have been caught at Deer Island and vicinity lately, but during the month of August some of the weirs did fairly well. On the other hand, the fishermen along the coast of Maine from Cutler to Rockland and those at Perry garnered in a lot of sardines, and the sardine canneries at all points along the Maine coast did a rushing business in August, especially toward the latter part of the month. The Canadian canneries also did well with sufficient supplies of fish for the limited number of laborers available under present conditions.

July Receipts Very Satisfactory

During July, Charlotte County weirmen (with a few in Saint John County added) made $137,154, and although this amount fell well below the $249,968 made in July, 1944 the gross receipts were considered very satisfactory and of course much larger than in many previous Julys. The official report states that fishermen of East Charlotte caught 2,968 hogsheads which they sold for $48,982 and that West Isles (Deer Island and outlying isles) fishermen made the next highest amount for the month, namely $41,392.

Ground Fishermen Prosperous

Fishermen who pursue groundfishing as an occupation find themselves in clover most of the time and able to make a good day's income every day no matter what kind of fish they catch. For fish prices are good all around despite the fact that some varieties bring less than they did last year in southern New Brunswick.

Pollock Price Drops

The price paid at Wilson's Beach for pollock this year was 25c, compared to 50c last year, and even higher. They are very plump and of best quality. Pollock fishermen are dipping the fish, after waiting several years for the pollock to school on the surface of the sea as in days of yore. Just why the fish ceased doing this for so many years no person can say, but now that they have reappeared and have resumed their old-time habit, a lot of fish are being caught by the dipping method.

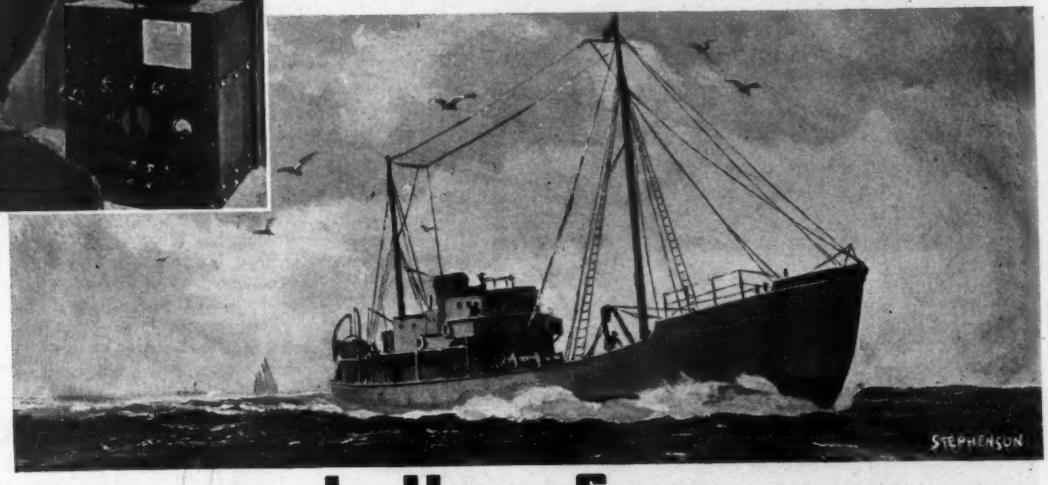
Price Floor Bill Passed

A bill designed to establish floor prices under fish passed both houses of parliament at Ottawa in August and became law. The scope of the bill, which it is hoped by its sponsors will stabilize prices for the product of Canadian fishermen, is limited to the period of transition from war to peace. Some members wanted the legislation made permanent but the Minister of Fisheries Bertrand said it would remain law until repealed by the Governor in Council. Charges that the floor price law would turn out to be only a subsidy and that it did not go far enough, were made. Others charged that the law would benefit large companies more than anyone. Others said it was a bold and courageous effort on the part of the Minister to help fishermen. A representative of the primary producers will be appointed to the board set up to handle the matter, under the main board of five persons. The outcome of the effect the floor prices will have on the fish trade, especially with that connected with the export of fish, will be watched with keen interest by all concerned.

American Buyers

American buyers are getting a good share of the large herring being caught in nets at Grand Manan.

AFTER THE STORM . . . After the storm the fishermen come home . . . safe, sound, more secure against the hazards of the sea because their craft is equipped with two-way radio telephone communications equipment. Hallicrafters can help you increase the efficiency of any maritime operation by keeping ships in touch with each other and in touch with home port. Hallicrafters radiotelephone is the world's finest shipboard communications unit . . . for greater dependability, less interference, better selectivity and a wider range of uses.



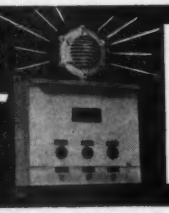
BUY A WAR BOND TODAY

hallicrafters RADIO

THE HALLICRAFTERS COMPANY, MANUFACTURERS OF RADIO AND ELECTRONIC EQUIPMENT, CHIÇAGO 16, U. S. A.

NO NUISANCE SIGNALS—

ABSOLUTE PROTECTION AGAINST LUBE OIL OR WATER TEMPERATURE FAILURE



Used on Maritime Commission, Army Transportation Corps, Coast Guard, Bureau of Ships Vessels

The system is entirely automatic and does not depend upon manual operation of switches. In other words, no running back and forth to push buttons on the panel.

Send for our Bulletin No. 10

BROWN AUTOMATIC ALARM *Systems* FOR DIESEL ENGINES

FLECK ENGINEERING COMPANY 1505 EASTERN AVENUE BALTIMORE 31, MD.

HASTEN THE DAY

YOU can help hasten the day—THE day of final unconditional surrender—by investing your war-time earnings in War Bonds.

Hastening the day means shortening casualty lists. In war, bullets, shells and bombs are exchanged for lives. The War Bonds you buy help pay for the bullets, shells and bombs that will speed the victory.

Your consistent War Bond investments will work for you too at the same time that they work for your boy in the service. They will give you that luxurious feeling of freedom that goes with a well-lined pocketbook. For whatever you may desire ten years from now, your War Bonds will add one-third more to what you've invested.

Help hasten the day of victory, and help make that victory more secure—buy your War Bonds today.

BUY WAR BONDS

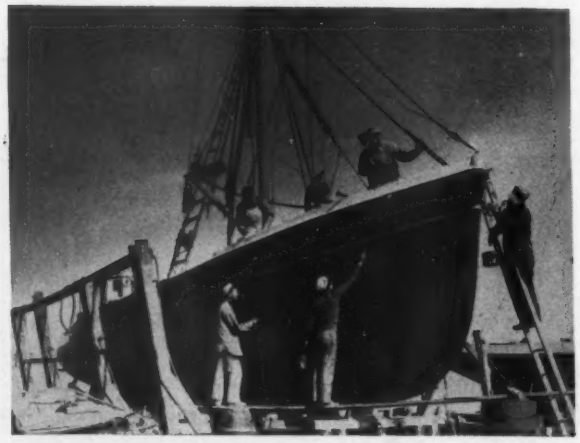
FISHING EQUIPMENT
for all sizes of
Draggers and Trawlers

Grimsby Fittings and Cod Ends • Trawl Twine and Lobster Twine • Wall and Plymouth Rope

Roebling Wire Rope • Lobster Pot Warp

WESTERBEKE FISHING GEAR CO., Inc.
279 Northern Ave. Boston, Mass.

Service for the Fishing Fleet



HAULING
ALTERATIONS
REPAIRS
We Build Also

ARMY E NAVY

Palmer Scott & Co., Inc.
NEW BEDFORD, MASSACHUSETTS

Use of Diesels in World War II

A REMARKABLE increase in the use of Diesel power to supply the nation's war demands was disclosed recently by Gordon Lefebvre, president of The Cooper-Bessemer Corporation. The total Diesel horsepower now being utilized by our Navy alone in the present war is probably well over 20,000,000 as compared to about 150,000 Diesel horsepower used in the first World War, according to Lefebvre.

"The fact that more Diesels have been installed for marine service alone during the past six years than were in existence in this country prior to 1938 indicates the trend toward Diesels.

"A break-down of the survey made by company engineers showed that during World War I Diesels were employed for some submarines and a few auxiliary-powered schooners, whereas World War II has seen the applications of this type engine expand to practically every kind of vessel in naval service."

In commenting on the rapid progress in Diesel utilization during recent years, Lefebvre indicated that while the much larger scale of the present war has been a big influence, this fact alone has not been entirely responsible for today's broad Dieselization program.

"The Diesel engine has largely overcome the disadvantages which retarded general acceptance in the past. Added to its inherent operating economy, due to low-cost fuel and other factors, there has been an increasing recognition of the safety factors it makes possible. Furthermore, there have been many valuable technical advances in Diesel engine design which have materially reduced unit weight and added to the efficiency of operation."

Fulton Market Wholesale Prices

Species	Aug. 1-5	Aug. 7-12	Aug. 14-19	Aug. 21-31
Albacore	.. ..	.. ..	.03-.04	.03-.04
Bluefish	.11-.45	.10-.45	.12-.42	.10-.42
Bonito	.12½-.18	.10-.15	.09-.15	.14-.18
Butterfish	.01-.12	.01½-.14	.02-.16	.02-.18
Codfish, mkt.	.08-.12	.08-.12	.09-.12	.08-.15
Codfish, stk.	.14-.17	.14-.16	.14½-.17	.14½-.17
Croakers	.08-.12	.08-.11	.02-.09	.01-.09
Eels	.. ..	.14-.14	.08-.20	.07-.25
Flounders	.04-.12½	.03-.12½	.02-.12½	.04-.12½
Fluke	.12-.30	.16-.30	.15-.30	.12-.30
Haddock	.10-.13	.09-.13	.10-.13	.10-.13½
Hake	.06-.12½	.06-.12	.08-.11¼	.07-.12¼
Halibut	.23-.26	.21-.24	.22-.26	.21-.25
Herring	8.00-14.00	.. ..	6.00-10.00	4.00-6.00
Jewfish	.. ..	.18-.18	.15-.15	.. ..
King Whiting	.08-.08	.08-.08	.. ..	.. ..
Mackerel	.08-.09	.10-.15	.09-.18	.08-.16
Mullet	.12-.12	.14-.14	.. ..	.. ..
Pollock	.06-.12	.08-.12	.08-.12	.07-.12½
Pompano	.. ..	.. ..	.. ..	.15-.65
Red Snapper	.. ..	.40-.40	.. ..	.. ..
Salmon, Pac.	.65-.70	.. ..	.. ..	.65-.70
Scup	.07-.12	.05-.09	.04-.08	.02-.12
Sea Bass	.10-.22	.07½-.30	.07-.25	.07-.25
Sea Trout, g'y	.08-.30	.05-.30	.04-.15	.01-.25
Sole, g'y	.. ..	.13-.14½	.12-.12	.12-.14½
Sole, lem.	.14-.15	.14-.14	.13-.15	.13-.15½
Spanish Mackerel	.. ..	.. ..	.. ..	.08-.10
Striped Bass	.25-.35	.20-.25	.23-.28	.23-.30
Swordfish	.38¾-.53	.38½-.39	.. ..	.41¼-.53
Tautog	.06-.06	.07-.07	.. ..	.. ..
Tuna	.18-.22	.12½-.15	.08-.10	.10-.18
Whiting	.02½-.06½	.02-.07½	.03-.07	.02-.06½
Yellowtails	.05-.10	.06½-.10	.03½-.10	.07-.10
Clams, hard	1.50-10.00	1.50-10.00	1.75-7.00	2.00-8.00
Clams, soft	5.00-6.00	5.00-6.00	4.50-6.00	5.00-6.50
Conchs	1.75-4.00	1.00-4.00	1.00-4.50	1.75-4.50
Crabmeat	.50-1.75	.75-1.75	.50-1.65	.50-1.65
Crabs, hard	3.50-4.50	3.50-4.50	2.00-4.50	2.00-4.00
Crabs, soft	.50-3.00	.75-3.00	1.00-2.50	1.25-2.75
Frogs Legs	.. ..	1.15-1.65	.75-1.65	1.00-1.50
Lobsters	.30-.70	.35-.70	.30-.75	.20-.78
Mussels	1.50-2.00	1.30-2.00	1.75-2.00	1.75-2.50
Shrimp	.34-.38	.31-.37	.25-.37	.22-.38
Squid	.10-.18	.10-.16	.14-.20	.06-.20

Caribbean Fishery Survey

CO-OPERATION between Britain's fishery officers in the Caribbean and the United States Fish and Wildlife Service led to the inauguration of the Anglo-American Fishery Survey in Trinidad waters in mid-February of this year.

Survey work had previously revealed that the normal consumption of fish products in the eastern group of the West Indies was 25,000,000 lbs. per annum, of which 11,000,000 lbs. was locally caught fresh fish and the balance imported supplies of salted or canned fish. The imported fish constituted the main protein diet of the majority of the population, and available supplies had decreased to about one half of the normal level.

The present survey, now making headway in Britain's West Indian Colony of Trinidad and Tobago, therefore, aims at helping the Caribbean area to become self-sufficient as regards fresh fish; it is hoped to achieve this by defining which areas are productive and which are not, and by introducing up-to-date fishing methods.

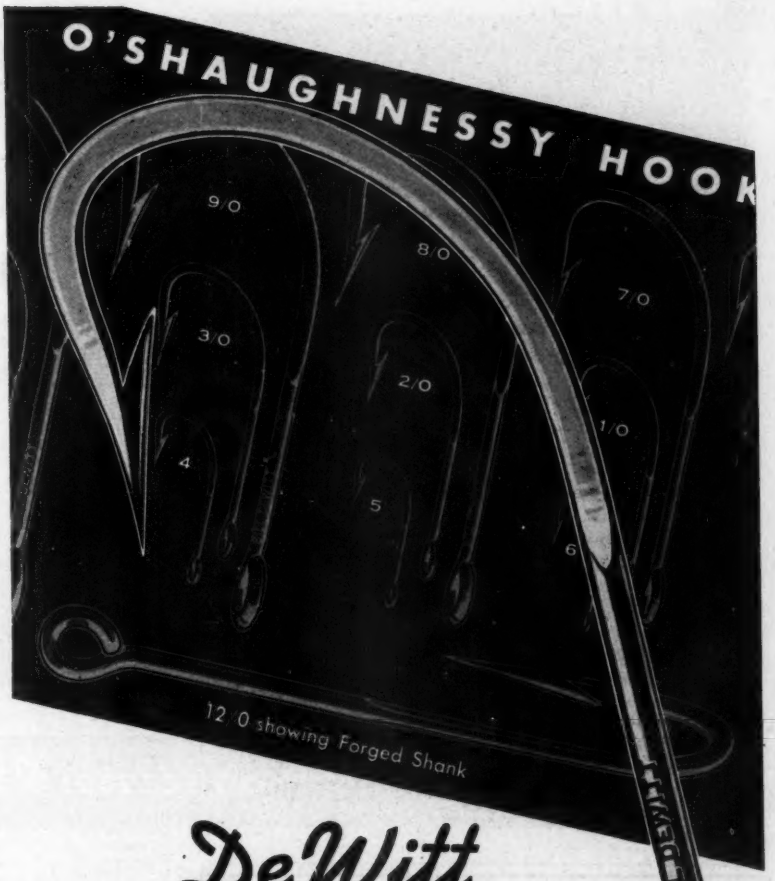
Considerable progress has already been made. At present efforts are being concentrated on the Trinidad area, but as soon as sufficient headway is made British Guiana and possibly the Windward Islands and Barbados will come within the ambit of the survey.

Additional equipment will, however, be needed to tackle the wider job, and a resolution was passed at the recent West Indies Conference in Barbados for the speedy delivery of the necessary gear at a cost of about $4,000. Up till now the survey party have had to construct much of the gear with which they work. The most important items will be a purse seine pound net and long bottom and flag lines, and small otter trawls, with improved trolling methods.

The biggest single haul with a small otter trawl net since the experiments in Trinidad waters began has been 1,500 lbs. of mixed fish. Considering that the project is purely exploratory so far and that the survey ship has therefore frequently operated in areas less productive than any in which a commercial vessel would operate and also that the work has been undertaken in the dry weather, this is felt to be very satisfactory.

The survey vessel is an 86-ton purse seiner lent by the United States Department of Interior through the good offices of the United States Navy, and is typical of American Pacific Coast fishing vessels. When it returns after a cruise half the catch goes to the United States Armed Forces, the other half is taken care of by the Marketing Officer, A. E. Trotman, on behalf of the Food Controller. This half is distributed to public institutions. The survey authorities hope to serve the general public as soon as the supply increases.

The survey is conducted by Dr. H. H. Brown, co-director of the Anglo-American Fishery Survey, and Mr. R. T. Whiteleather, Fishery Engineer of the United States Fish and Wildlife Service. With them sail Captain P. J. Hassel (fishing skipper) of Barbados, John C. Graham of Fernandina, Florida, Chief Engineer, Percy Harbin of Grenda, three fishermen from Barbados, and one from Trinidad.



DeWitt

AMERICAN MADE

O'SHAUGHNESSY

FISH HOOKS

O'Shaughnessy is perhaps one of the most widely used of all commercial types of fish hooks, and the fine quality of DeWitt O'Shaughnessy hooks is typical of the high standard found in all DeWitt hooks.

These are available in sizes from 12/0 to 6—ringed, flatted or with turned down eyes. All styles are carefully forged for increased strength and can be supplied in japanned, bronzed or plated finishes.

DeWitt O'Shaughnessy hooks are double checked for quality. They are sturdy, uniform in shape and weight, and scientifically tempered. Particular care is taken to assure sharp penetrating points and barbs.

The illustration shows a few O'Shaughnessy sizes. Write for complete list and prices. Please give the name of your supply house.

DeWitt Fish Hooks are in Fishing Kits used by the Armed Forces.

Bill DeWitt Baits Auburn, N. Y.

DIVISION OF SHOE FORM CO. INC.

BETHLEHEM STEEL

Bethanized TRAWLER ROPE

stays on the job LONGER

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

when you think WIRE ROPE . . . think BETHLEHEM

The 61 Ft. "Mildred & Myra" Is A Product of Essex Experienced Builders

New Construction up to 100 ft.
Conversions - Maintenance

Three Railways Hauling Up to 150 tons
1400 ft. of Dock Space
Large Machine Shop Facilities

ESSEX BOAT WORKS Inc.

ESSEX, CONNECTICUT

Midway Between Boston and New York

Phone or Write for Complete Information

Gloucester Landings for August

(Hailing fares. Figure after name indicates number of trips.)

Alden (3)	92,000	Manchonoch (4)	346,000
Alicia (3)	140,000	Margie & Roy (5)	27,000
Alphonso (1)	1,000	Marie & Winifred (1)	55,000
America (4)	124,000	Marietta & Mary (2)	200,000
American Eagle (4)	175,000	Marsala (3)	209,000
Andarte (1)	48,000	Mary (6)	94,400
Angie & Florence (2)	93,000	Mary A. (2)	61,000
Anna Guarino (5)	68,500	Mary & Julia (3)	338,000
Anna II (1)	12,000	Mary Curtis (2)	264,000
Annie II (4)	53,500	Mary M. (3)	185,000
Antonina (8)	355,000	Mary Rose (3)	424,000
Ariel (2)	18,000	Mary W. (4)	134,000
Atlantic (3)	272,600	Mayflower (7)	92,700
Austin W. (3)	266,500	Mayflower (Boston) (1)	9,000
Avocet (1)	2,000	M. C. Ballard (3)	330,000
Balilla (2)	140,000	Monhegan (4)	17,600
Barbara C. (4)	35,800	Moonlight (2)	200,000
Beatrice & Rose (2)	45,000	Nancy B. (3)	230,000
Bethulia (8)	308,500	Nancy F. (3)	168,000
Bonaventure (1)	192,000	Naomi Bruce (14)	29,000
Calista D. Morrill (4)	37,000	Naomi Bruce II (10)	19,500
Capt. Drum (6)	223,000	Naomi Bruce III (2)	50,000
Carlo & Vince (4)	185,000	Natale III (2)	100,000
Casco (6)	210,000	Newcastle (2)	117,000
Caspian (1)	95,000	Njorth (1)	3,500
Catherine L. Brown (1)	170,000	No More (6)	82,800
Cayadetta (3)	96,000	North Sea (2)	170,000
Cecil W. (4)	297,000	North Star (3)	150,000
Chebeague (3)	73,500	Nyoda (3)	170,000
Cherokee (3)	285,000	Ocean Wave (2)	195,000
Columbia (3)	428,000	Old Glory (3)	256,000
Corinthian (2)	310,100	Olympia (3)	219,000
Dirigo I (1)	75,000	Olympia LaRosa (3)	179,000
Donald & Johnnie (3)	58,500	Paolina (2)	123,500
Doris F. Amero (3)	282,500	Pauline M. Boland (3)	220,000
Edna Fae (27)	60,200	Phillip & Grace (3)	450,000
Elizabeth A. (2)	33,000	Phyllis A. (3)	43,500
Eliza Riggs (5)	77,600	Pollyanna (3)	375,500
Emily Brown (1)	222,000	Portugal (2)	105,000
Emily C. (1)	10,000	Poseidon (1)	27,000
Escort (5)	77,400	Powhatan (2)	150,000
Ethel (2)	9,000	Puritan (2)	345,000
Ethel S. Huff (5)	62,500	Rainbow (1)	120,000
Eugene & Rose (3)	167,000	Richard J. (18)	44,300
Eva M. Martin (6)	80,500	Richard J. II (2)	4,300
Evelyn G. Sears (3)	182,000	Robert & Edwin (2)	13,100
Evzone (3)	305,000	Roma II (4)	36,000
Falcon (10)	177,300	Rose & Lucy (2)	100,000
Frank F. Grinnell (1)	50,000	Rosemarie (4)	153,000
Frankie & Rose (7)	241,000	Rosemarie V. (4)	212,000
Gaetano S. (2)	310,000	Rosie & Gracie (5)	220,000
Gertrude DeCosta (2)	10,000	Ruth & Margaret (3)	453,000
Gertrude E. (5)	30,200	St. Anthony (1)	122,000
Gloucester (3)	113,000	St. Joseph (3)	187,000
G. N. Soffron (1)	140,000	St. Peter (3)	224,500
Golden Eagle (2)	206,000	St. Providenza (8)	120,000
Gov. Al Smith (1)	116,000	St. Teresa (4)	185,000
Grace F. (4)	358,000	Salvatore (2)	158,000
Helen M. (3)	250,000	Santa Maria (3)	128,000
Ida & Joseph II (4)	82,000	Santina D. (3)	195,000
Irma Pauline (1)	45,000	Sarah M. (2)	5,800
Irma Virginia (6)	50,500	Sea Hawk (2)	170,000
Jackie B. (2)	24,000	Sea Roamer (3)	254,500
Jackson & Arthur (4)	64,000	Sebastiana & Figli (4)	87,000
J. B. Jr. (4)	116,500	Sebastiana C. (1)	100,000
Jennie & Julia (6)	292,000	Serafina N. (3)	142,200
Jennie & Lucia (2)	182,000	Serafina II (1)	35,000
Joe D'Ambrosio (4)	70,500	South Sea (3)	207,000
Joffre (1)	130,000	Superior (3)	84,000
Josephine & Margaret (2)	182,000	Susie O. Carver (3)	59,500
Josephine P. II (1)	80,000	Susie O'Connor (1)	16,000
Killarney (2)	160,100	Theresa M. Boudreau (2)	405,000
Lawrence Scola (2)	32,000	Theresa R. (1)	3,000
Leonora C. (2)	205,000	Thomas D. (1)	95,000
Lillian & Anna S. (2)	32,000	Three Sisters (8)	281,000
Linta (6)	203,000	Trimembral (4)	64,000
Little Joe (4)	92,800	Two Pals (5)	73,500
Lois T. (3)	138,000	Uncle Guy (3)	262,500
Lucretia (4)	36,000	Voyager (3)	172,000
Madeline (5)	46,900	Wind (2)	268,000
Malolo (4)	404,000		

Swordfish Landings (Landings in Number of Fish)

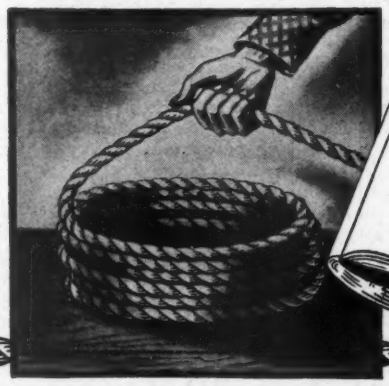
Emma Marie (1)	103	Lady of Good Voyage (1)	98
Evalina M. Goulart (2)	262	Mildred Silva (2)	393
Jorgina Silveira (2)	274	Olivia Brown (2)	204

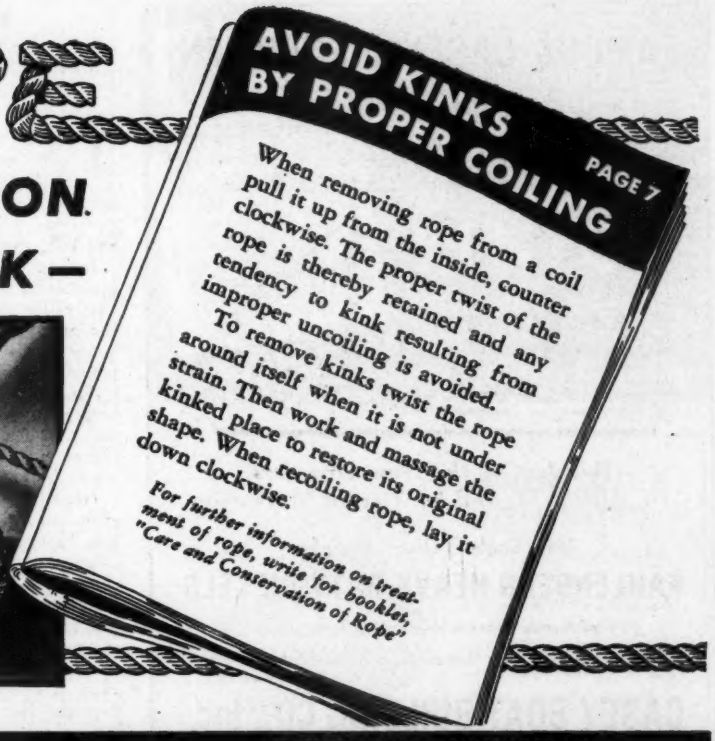
Dr. Taylor on U. P. Railroad Program

IN one of a series of tributes to American industry, the Union Pacific Railroad on its NBC Network program, "Your America," saluted the nation's fishing industry on September 9. Guest speaker was Dr. Harden F. Taylor, President of the Atlantic Coast Fisheries Company.

"Your America," heard over 46 NBC stations every Saturday at 4 P.M. (CWT), originates in Omaha, Neb., where Union Pacific headquarters are located. The September 9 program included, in addition to Dr. Taylor's speech, music by the "Your America" chorus and orchestra, an interview with Dr. William M. Barr, head of the Union Pacific Chemical and Metallurgical Laboratory, and a war story presented by Story-Teller Elden Westley.

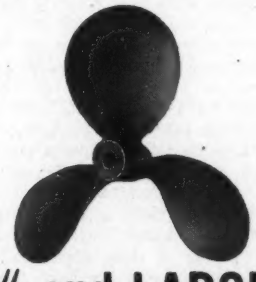
ROPE CONSERVATION NOTE BOOK—




AVOID KINKS BY PROPER COILING
PAGE 7
When removing rope from a coil pull it up from the inside, counter clockwise. The proper twist of the rope is thereby retained and any tendency to kink resulting from improper uncoiling is avoided.
To remove kinks twist the rope around itself when it is not under strain. Then work and massage the kinked place to restore its original shape. When recoiling rope, lay it down clockwise.
For further information on treatment of rope, write for booklet, "Care and Conservation of Rope"

NEW BEDFORD CORDAGE CO.
233 BROADWAY • NEW YORK, N. Y.
31 St. James Avenue • Boston, Massachusetts
Mills: New Bedford, Massachusetts

The "High Liners" must have efficient, dependable equipment



52″ and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

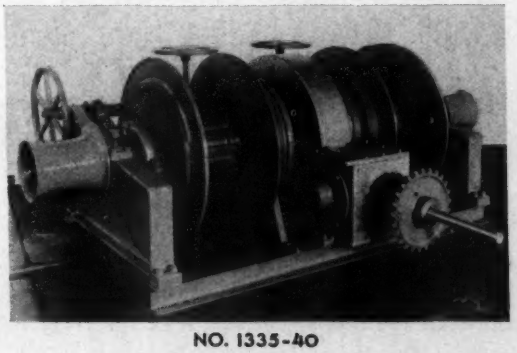
HYDE PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY
HYDE WINDLASS COMPANY, Bath, Maine

HATHAWAY WINCHES

Catch 'em Fast

For the High-liners



NO. 1335-40

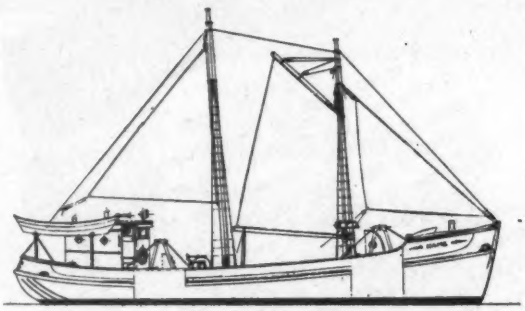
Ten Models that meet Every Fishing Requirement

HATHAWAY MACHINERY CO.
FAIRHAVEN, MASS.

Complete Deck and Underwater Equipment: Shafts, Stern Bearings, Stuffing Boxes, Bollards

FAMOUS CASEY FISHERMEN

Are Again Available



Builders of the New Draggers
74' Abram H. and 84' Ursula M. Norton

New England Distributors for

KAHLENBERG HEAVY DUTY DIESELS

Five Marine Railways Handling up to 500 tons

Complete Fishermen Repair Service and Engine Parts

CASEY BOAT BUILDING CO., Inc.

FAIRHAVEN, MASS.

Boats with Fine Workmanship and Lasting Quality

EDERER NETS

are doing their part to increase fish production

Gill Netting
Seining
Trap Fishing

Ederer Fish Netting is skillfully manufactured to highest quality standards. It is scientifically designed to provide the proper size and style for every fishing requirement.

★

R. J. EDERER COMPANY

Home Office: 540 Orleans St. Chicago, Ill.

Branches

GLOUCESTER - PHILADELPHIA - BALTIMORE - MIAMI - BILOXI

Vineyard Hand-Lining Has Been Good

By J. C. Allen

THERE are sea-skimmers in our local neck of the ocean who soberly admit discouragement. We can sympathize with them 100 percent. With the first of Autumn hauling abreast, we can all look back on a month of August that has contained a little of everything in the way of fortune, good and bad, that anyone ever sees afloat.

It is not any one thing that makes all hands carry a low barometer, but a combination of various kinds of cussedness that gallies the gang, and as we write in the monthly log from the pierheads, as you might say, it is difficult for us to draw a heluva lot of consolation from our own knowledge and experience of the years.

There is, and has been, plenty of fish, as we have hailed before. Bonito and sea-trout have run well during August, and the trap gear has made a good dollar with the promise that things may be even better next season, if signs and portents are to be relied upon.

Hand-lining inshore has been good, too, and hand-lining in even bolder water has been a good-paying proposition. Sea bass have been plentiful, and cod have schooled thick on the ledges, reviving the hand-lining for these fish to a degree that is comparable only with that of a number of years ago.

But our fleet was built and rigged for net-fishing, otter-trawling, as it were and is, and a vessel of this type requires something different than a hand-liner, as all hands well know. Not only that, we have a large fleet of small vessels, and the wearing away of summer has brought not a cussed bit of encouragement to these lads, over and above what we reported clear back last winter.

There have been spots in this past month, and the month before, when small pods of yellowtails have been struck and someone got a trip. There have been occasional trips of blackbacks landed, and there have been plenty of juvenile fluke, so cussed small that they weren't really worth a cuss, but they sold because there was a scarcity of sole and the like. But the heft of the fish landed by these vessels has been taken in bold water and by the deeper-legged craft.

Explosives' Effect on Fish

The war and its attendant evils have had their effect on our fisheries to their detriment, for the most part. We reported a year ago the use of explosives which killed fish or drove 'em, raising a moderate amount of havoc with the industry. Necessary, so all hands acknowledged, for no one wants either the Japs or Germans to win this war because somebody thought too much of a mess of fish. The lads we were talking about cut out using the heavy charges, and changed to light ones which made plenty of noise but little concussion. Then along came another outfit, altogether different, and blasted hell out of the bottom, top and sides of the ocean, and they are urged by necessity, too.

Understand, we don't claim anything especially. We don't know that the fish were killed for we didn't see 'em. We have stood in close to some of these blasts, and failed to see any dead fish. On the other hand, we have messed around sunken wrecks with wreckers at work, enough to know that a fish killed at Point A may not come to the surface until he arrives at Point X, ten miles off. But anyhow, it has been a trifle discouraging to some of these lads.

We had a bunch of little hand-liners move in and slay the scup. Out comes a patrol boat and warns 'em off. "Restricted or closed", said they. So the hookers steamed home, thirty miles and reported.

"Hell's fire!" says the commodore or some other brass-hatted official; "that water isn't closed. Go on back there and fish, and if you get blown up, ye gods, it doesn't count!" So they went back, and they didn't get blown up, but they lost a week just the same.

Swordfish

Gossip, which we pick up like a trap-runner picks up drifting weed, says that this has been the best swordfish season in ten years. We have every reason to believe it, basing our opinion on what we have seen and known. But we could tick off on our fingers a list of dealers who swear they haven't been able to

Headquarters for Gasoline and Diesel Engines and Accessories for propulsion and auxiliaries

Good Service on Twin Disc Equipment and Parts

TWIN DISC CLUTCHES

Clutches and Reduction Gears for Power Take-Offs and Winch Drives

RAPP - HUCKINS CO. INC.

501 Atlantic Ave., BOSTON Tel. HUBbard 0775-0776

KENYON MARINE INSTRUMENTS

ANEMOMETER
WIND DIRECTION INDICATOR
BAROMETER
SPEEDOMETER-LOG
COURSE CALCULATOR
KENYON-BRUEHL PROTRACTOR

The name KENYON stands for *quality* in marine instruments. Materials are chosen for both suitability and sea-worthiness—resistance to rust, corrosion and immersion—while the recognized precision workmanship of KENYON marine instruments insures long, accurate and trouble-free service.

KENYON

INSTRUMENT CO., INC.
Huntington, L.I., New York

If It's KENYON-Made, It's Precision-Built

buy a sword this season! You know—black markets and things like that.

Well, we said in the beginning that ceilings on fish were bad. We still claim that they were unnecessary, and point to the mackerel market as a shining example of what absence of a ceiling will do. Normal prices, all the way along the line and all hands getting plenty in the ranks of the consumers.

Nobody can afford to go swordfishing for the ceiling price and take chances on luck, weather, and guard knows what else. The fact that 30 cents was the average price once, or ten other times, has absolutely nothing to do with the case. We used to sell summer flukes, the largest kind, for a dollar a barrel. Today, flukes of that kind are worth nearer a dollar apiece, and yet we will venture to say that they sold at an average of a dollar a barrel for more years than they sold for a higher price. But who would fish for them for that price now? Who could fish for 'em, for that price?

Maxim Awarded Second Star

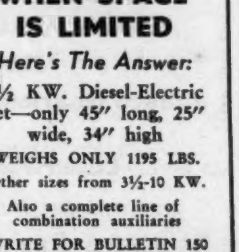
A SECOND star for their Army-Navy "E" Production Award Burgee was recently received by the Maxim Silencer Company in Hartford, Connecticut. The award was made by Lt. Commander R. W. Rose, USNR, and acknowledged by H. H. Maxim, President of the Company.

The original award was made in the middle of 1943 and the first star added six months later. Maxim Silencers are in wide use today on Diesel powered craft in the Navy, Coast Guard and Merchant Marine.

Paulsen-Webber Appointment

THE appointment of A. Vincent Weber to the position of Sales Manager of Paulsen-Webber Cordage Corp., New York, has been announced by Fredrik Paulsen, President. Mr. Weber has served as Manager of sales to Federal, State and Municipal Agencies for the Corporation.

The Paulsen-Webber Cordage Corporation are manufacturers and distributors of wire rope, fibre rope, canvas, chain, allied fittings and derivative products.



WHEN SPACE IS LIMITED

Here's The Answer:

4½ KW. Diesel-Electric Set—only 45" long, 25" wide, 34" high

WEIGHS ONLY 1195 LBS.

Other sizes from 3½-10 KW.

Also a complete line of combination auxiliaries

WRITE FOR BULLETIN 150

LISTER-BLACKSTONE, INC.

1706 South 68th Street MILWAUKEE 14, WISCONSIN U.S.A.

Set Your Course With EDSON DEPENDABLE STEERERS

Complete Steering Equipment Including

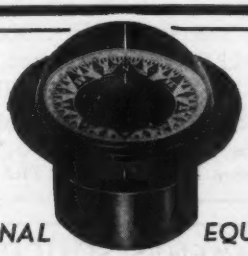
Wheels - Quadrants - Chains - Sheaves - Shock Absorbers

EDSON NON-CHOKABLE BILGE PUMPS

Hand Operated in Four Sizes

The EDSON Corporation

49 D Street South Boston, Mass.



NAVIGATIONAL EQUIPMENT

for all types of vessels

KELVIN & WILFRID O. WHITE CO.

80 State Street, Boston 38 Water Street, New York

CHECK your DECK

..and if it needs new canvas ~ lay that canvas with

FERDICO CANVAS CEMENT

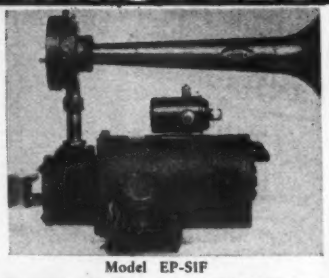
WRITE FOR FOLDER-170 "LAYING CANVAS"

L.W. Ferdinand & Co., Inc.

HORNS-WHISTLES

"Electro-Phonic" Air Signal

Defense against Every Emergency—the Fisherman's Sentinel — Protects Lives and Investment.
Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no piping.
Unexcelled for Fog Penetration, Echo Signals, and Reliability.
Types, sizes for all Marine Needs — Mechanical Fog Horns.



Model EP-SIF

CLARK COOPER CO. 325 N. MARKET ST. PALMYRA, N. J.

SHIPBUILDING — REPAIRS
CONVERSION — PILEDRIVING
BULKHEADS — DREDGING

Distributors of

Jabsco Gearless Self-Priming Pumps
and
Luber-Finer Oil Refiners
for Marine Engines

Delaware Bay Shipbuilding Co., Inc.
Leesburg - - - - New Jersey

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Weathercaster Made by Kenyon

DEVELOPMENT by Kenyon Instrument Company, Huntington, N. Y., of its new Weathercaster enables the average layman to quickly and easily co-ordinate the necessary factors to obtain a dependable prediction of the weather for a period of from twelve to twenty-four hours in advance. This instrument is designed for any person or firm demanding a high degree of accuracy in weather forecasting, and is used in conjunction with a barometer.

The Weathercaster shows 5,025 different weather combinations, and is founded on sound basic meteorological principles. Its functions include: 1—Forecasts wind direction, with an average accuracy of about 80% for a period of eighteen hours in advance; 2—Predicts wind velocity, with an average accuracy of about 76% for eighteen hours; 3—Weather predictions average about 82% accuracy for eighteen hours, approximately 90% for twelve hours; and 4—Temperature forecasts average about 75% for eighteen hours.

Prepared in book form, this new instrument is equipped with four, raised lettered dials on the front page. These four dials, each working independently, may be set to record proper wind direction, barometer reading, directional trend of the barometer and present weather conditions. When the dials are arranged at the proper places, a code number will be indicated. This code number reference is carried in tables in the back of the book and gives the prediction.

Automatic Re-circulating Filters

THE Briggs Clarifier Company have brought out a new standard line of self-contained automatic recirculating Clarifiers known as the DRU Series.

The new unit has electrically operated pumps and heaters which operate independently of the engine or lubrication system and thus can be adapted to any engine no matter how difficult the system may be to fit. It is especially suited for the lubrication system of Diesel and Gasoline engines where operating temperatures are too low or pump capacities are inadequate for maximum filtration efficiency.

The DRU Series is composed of a standard by-pass Clarifier, with dual rotary positive displacement pumps and electric heater installed in the base beneath the Clarifier. The motor and heater are interconnected on one electric circuit and the entire circuit is protected by an overload cutout. If pumps stop operating, the heater is cut off—positive protection against overheating the oil.

Recirculation of oil in the Clarifier is independent of oil entering and leaving the unit. This is accomplished with the dual pumps. One pump accurately meters the outgoing oil and the other continuously re-circulates the oil through the refills.

Maintaining correct temperature of the oil is accomplished by use of a bayonet type heater, the watt density of which is not sufficient to scorch the oil on the heater surface. However, as further protection, the element is installed so that a high velocity of oil is maintained around it. This also assures uniform heat dissipation throughout the Clarifier. Each unit is equipped with a metering pump based on the horsepower of the engine it is suited for.

When You Ship FISH, LOBSTERS or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY
On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

CONSIGNMENTS SOLICITED FOR
Fish, Hard and Soft Crabs, Crab Meat
Frogs Legs, Shrimp and Snappers
WM. M. McCLAIN
Wholesale Dealer and Commission Merchant
231 S. Front St. — PHILADELPHIA, PA. — 230 S. Water St.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ANCHORS
*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS
*Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE
"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BILGE PUMPS
*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

CAN MANUFACTURERS
Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES
*Chas. D. Briddell, Inc., Crisfield, Md.

COLD STORAGES
Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS
American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS
Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS
*Submarine Signal Co., 160 State St., Boston, Mass.
Bludworth Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

ELECTRICAL EQUIPMENT
Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS
*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Superior Diesels, Springfield, Ohio.
*Oxco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
*Palmer Bros. Engines, Inc., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minnesota.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts
*Oxco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS
Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.
*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE
Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS
John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.
*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH SCALERS
Portable, Flexible Shaft
N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOATS
J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.
L. D. Lothrop Sons, Gloucester, Mass.

GASKETS
Fitzgerald Mfg. Co., Torrington, Conn.

GASKET PACKING
Fitzgerald Mfg. Co., Torrington, Conn.

GLUE
*L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

HOOKS, FISH
*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE PICKS
*Chas. D. Briddell, Inc., Crisfield, Md.

MARINE HARDWARE
Perkins Marine Lamp & Hardware Corp., 1943 Pitkin Ave., Brooklyn, N. Y.

NAUTICAL INSTRUMENTS
*Kelvin-White Co., 90 State St., Boston, Mass.
*Kenyon Instrument Co., Inc., Huntington, L. I., N. Y.

NETS AND NETTING
W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
A. M. Starr Net Co., East Hampton, Conn.

OIL FILTERS
Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.
Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OIL SEALS
Fitzgerald Mfg. Co., Torrington, Conn.

OYSTER KNIVES, TONGS
*Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES
"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS
International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.

PROPELLERS
Columbian Bronze Corp., Freeport, N. Y.
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS
Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES
*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.
Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES
Preferred Utilities Mfg. Corp., 1860 Broadway, New York 23, N. Y.
"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS
Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS
U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING
U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS
*Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS
Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
*Camden Shipbuilding & Marine Railway Co., Camden, Me.
*Casey Boat Building Co., Inc., Fairhaven, Mass.
*Defoe Shipbuilding Co., Bay City, Michigan
*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
*Essex Boat Works, Inc., Essex, Conn.
Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.
*Wm. Edgar John & Associates, Inc., Milton Point, Rye, N. Y.
*Geo. Lawley & Son Corp., Neponset, Mass.
*North American Motor Marine, Inc., 610 Fifth Ave., New York 20, N. Y.
*Northeast Shipbldg. Co., 100 River Street, Quincy, Mass.
*Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.
*Willis J. Reid & Son, Winthrop 52, Mass.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
Waldoboro Shipyard, Inc., Waldoboro, Maine
*Webber's Cove Boatyard, East Blue Hill, Me.
*Wheeler Shipyard, Inc., Ft. of Cropsey Ave., Brooklyn 14, N. Y.

STEERING GEAR
*The Edson Corp., 49-51 D St., South Boston, Mass.
Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS
*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT
Bromfield Mfg. Co., Inc., 211 Northern Ave., Boston 10, Mass.
*Hathaway Machinery Co., New Bedford, Mass.
*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

VENTILATORS
G. C. Breidert Co., 634 S. Spring St., Los Angeles 14, Calif.

WIRE ROPE
*Bethlehem Steel Co., Bethlehem, Pa.

CHARLES D. ROACH
Naval Architect and Marine Engineer
Commercial and Sport Fishing Boats
331 S. Andrews Ave. Fort Lauderdale, Fla.

COLLEY - MAIER, INC.
Naval Architects and Marine Engineers
92 State Street
Boston 9, Mass. Lafayette 5335
In New York—25 West 43rd St.

ELDREDGE - McINNIS, Inc.
NAVAL ARCHITECTS
And MARINE ENGINEERS
131 State Street Telephone HUBbard 2910
BOSTON 9, MASS.

GIELOW INCORPORATED
25 West 43rd Street
New York 18, N. Y.
NAVAL ARCHITECTS
MARINE ENGINEERS
Designers of
All Types of
Fishing Vessels

MAIERFORM OF AMERICA, INC.
Hull Designs for Seagoing Vessels
25 West 43rd Street
New York 18, N. Y. Bryant 9-8675
In Boston—92 State Street

Best Wishes for Good Fishing
From a Designer Of Fishing Boats

Marine Bargains

Write for prices and further details: 80 hp. Model 36, 5½ Fairbanks-Morse with reduction gear. One pair R. & L. 150 hp. solid injection Wintons. One 150 hp. Standard, direct rev., 100 hp. Worthington with reverse gear and forward power take-off. All rebuilt and guaranteed. These are only a few of our offerings. Write us as to your requirements.

Dragger, new, launched July 1944, 60′ x 16.8′ x 7′, power 100 hp. Cummins, 5:1 reduction gear. A splendid outfit all equipped ready for work. Immediate delivery. Particulars on request. Price reasonable. Knox Marine Exchange, Camden, Maine.

Engine For Sale

One 65 hp. Standard Model Lathrop gas engine with electric starting. This engine is still in use, but will be available in September. For further particulars inquire of J. H. Westerbeke Corp., 280 Northern Avenue, Boston, Mass.

Pair of Diesels

For sale, 1 pair of 150 hp. Superior Diesels in very good condition. Thos. T. Parker, Inc., 1022 Commonwealth Ave., Boston, Mass.

Atlas Engines

New four cylinder Atlas, 6½ x 8½, 60 hp. @ 600 rpm., for immediate delivery with full equipment. Also 4 cylinder, 70 hp. @ 400 rpm. rebuilt Atlas. P. F. Remington, Atlas Dealer, 217 Lexington Ave., Providence, R. I.

Boat Equipped, For Sale

Brand new boat, 36 x 10-6, 45 hp. marine engine, equipped with Hathaway hoisting gear, and nets complete to fish. Asking price, $6,400. Charles J. Jensen, 105 Beach Street, Port Jefferson, New York.

Boat With Engine

For sale, boat 35′ x 11′ x 4½′, 40 hp. Lathrop engine, in good running order, suitable for dragging, price $500. Write or phone Theodore Hansen, 346 W. Andrew Ave., Wildwood, New Jersey.

Shipyard Executive

Experienced man in sales and contacts, also estimating. Well acquainted with the New England Fishing Industry, and some foreign contacts, for a post war program. Apply Box "B", Atlantic Fisherman, Goffstown, New Hampshire.

Dragger for Sale

62′ overall, 15½′ beam, new Caterpillar 115 hp. Diesel, Hathaway winch. Everything in first class condition, hull built in 1929, completely rebuilt and equipped for dragging, new deck and pilot house, in 1944. Address Box "C", Atlantic Fisherman, Goffstown, N. H.

Index to Advertisers

Atlas Mfg. Co.

Bellamy Engineering Co.
Bethlehem Steel Co. (Wire Rope)
Chas. D. Briddell, Inc.
The Buda Co.

Camden Shipbuilding and Marine Railway, Co.
Casey Boat Building Co., Inc.
Caterpillar Tractor Co.
Chrysler Corporation
Clark Cooper Co.
Columbian Rope Co.
Cooper-Bessemer Corp.
Cummins Engine Co.

R. S. Danforth
Defoe Shipbuilding Co.
Delaware Bay Shipbuilding Co., Inc.
Bill DeWitt Baits

R. J. Ederer Co.
The Edson Corp.
Enterprise Manufacturing Co.
Essex Boat Works, Inc.

L. W. Ferdinand & Co.

The Hallicrafters, Inc.
Hathaway Machinery Co.
Hyde Windlass Co.

Wm. Edgar John & Associates, Inc.

Kelvin-White Co.
Kenyon Instrument Co., Inc.

The Lathrop Engine Co.
Geo. Lawley & Son Corp.
The Linen Thread Co., Inc.
Lister-Blackstone, Inc.

Marine Products Co.
The Maxim Silencer Co.
Michigan Wheel Co.
Murphy Diesel Co.

The National Supply Co.
New Bedford Cordage Co.
New England Trawler Equipment Co.
North American Motor Marine, Inc.
Northeast Shipbuilding Co.

Osco Motors Corp.

Palmer Bros. Engines, Inc.
Progressive Fish Wharf, Inc.

Rapp-Huckins Co., Inc.
Willis J. Reid & Son

Frank L. Sample, Jr., Inc.
Palmer Scott & Co., Inc.
Submarine Signal Co.
Superior Diesels

Webber's Cove Boatyard
Westerbeke Fishing Gear Co., Inc.
Wheeler Shipyard, Inc.
Wolverine Motor Works, Inc.

WHAT'S NEW

ON THE WATERFRONT?

KEEP 'EM FLOATING!

Take a look at these and other Marine Products accessories now on display at leading marine supply dealers from coast to coast.

MARINE PRODUCTS "MANY PURPOSE" PUMPS are available in several series ranging in capacity from 40 to 400 g.p.m. Consult your naval architect, boat builder, engine manufacturer and marine supply dealer about these installable, workable, provable marine engineered pumps and you will never go back to cumbersome, tinkersome equipment. Send for literature.

WAR-PROVED ACCESSORIES FOR POSTWAR BOATS

Fishermen and owners of essential work boats are quick to take advantage of the opportunity to use war-proved accessories...the marine engineered equipment used on landing craft, PTs, amphibian tractors, and many others.

Hundreds of fish boats are now equipped with the "Chore Boy" . . . the improved type "all-purpose" centrifugal pump that pitches out bilge water at a rate up to 400 G.P.M., and does many other pumping and circulating jobs as well . . . the pump that can be run continuously, wet or dry, and won't clog with fish scales or sediment.

You'll also want the latest developments in Marine Products clutch and throttle controls that are a revelation in simplified boat handling.

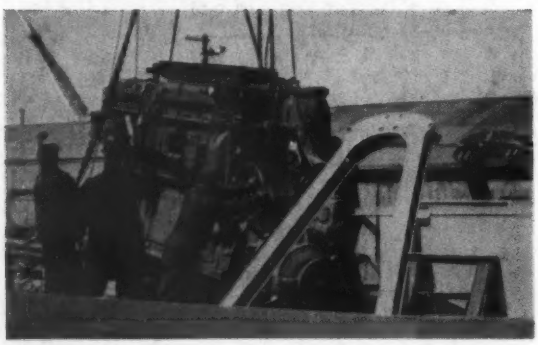
MARINE PRODUCTS CO.

6636 CHARLEVOIX AVE. DETROIT 7, MICHIGAN

MARINE ENGINEERED EQUIPMENT

Theresa R. is off to sea

The Theresa R., hitting the water at the W. A. Robinson Inc. shipyard, Ipswich, Mass.



The 260 h.p. Cooper-Bessemer diesel being lowered into the engine room.

Seen at the launching were (left to right) John M. Daley, President of Gloucester Seafoods Corp.; Capt. Joseph Neary; John S. Brady, President of New England Fillet Co.; and William J. Brady, Treasurer of both companies.

Keeps up her speed record, set when her Cooper-Bessemer GN6 Diesel was installed two hours after launching

Two hours after the 96' dragger Theresa R. went down the ways a 260-horsepower type GN6 Cooper-Bessemer diesel was lowered into her hull.

The same fast action saw this dragger completed in record time. It is also distinguishing her first season at work. Skippered by Captain Joseph Neary, she is now bringing in vitally needed food for a nation at war.

The Theresa R. has a capacity of 180,000 pounds of iced fish. She is the second of four new ships being built for the New England Southern Trawler Company and is identical with the Thomas D., launched last January, also Cooper-Bessemer powered.

These two draggers, part of the speedy fleet operated by a new and fast-moving company, are two of hundreds of top-notch fishing vessels whose owners choose Cooper-Bessemers for high earnings and low operating costs.

Cooper-Bessemer diesels—built to last—built to give dependable, long-lived service with a minimum of maintenance or time out—are standard equipment among experienced, canny boat operators.

THE Cooper-Bessemer CORPORATION

Mt. Vernon, Ohio • Grove City, Pa.

New York City Tulsa Los Angeles Washington, D. C. Houston Dallas Seattle St. Louis Shreveport